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SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS.

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TO PLAY FOOTBALL

University of California Eleven
Want to Come Here.

LETTER TO MANAGER CRANE

College Eleven Will Come Here or
Pay Expenses of Honolulu
Team to California.

Football should have a boom in Ho-
nolulu for the balance of this year and
Manager Crane of the Honolulu
eleven had little sleep last night
through thinking over a letter he re-
ceived yesterday's mail. This was
nothing more or less than a flat-foot-
ed proposition of the University of
California eleven to come to Honolulu
in December of early in January or to
pay the expenses of a Honolulu eleven
to go to California.

The letter is from Irwin J. Muma,
manager of the University team, and is
as follows:

Berkeley, Cal., Oct. 1, 1899.
Manager Honolulu Football Team,
Honolulu, H. I.—My Dear Sir: Would
you consider the proposition to play
the University of California a game of
football at Honolulu late in December,
1899, or early in January, 1900? Ours
is the champion team of the Pacific
Coast for 1898 and probably 1899.

I notice that Mr. Church, formerly
of Princeton, is with you. Messrs.
Cochran and Kelley, our coaches, are
both Princeton men.

Will come over on an expense guar-
antee.

Awaiting an early reply, I am, very
truly,
I. J. MUMA,
Manager.

Manager Crane will consult with
prominent football men during the day
and a meeting will probably be called
to act on the proposition. He is high-
ly in favor of getting the University
team to come to this city, as a stronger
team could be got together to meet
them than if a Honolulu eleven was
sent to the Coast. As all the University
manager asks is a guarantee of
expenses, there should be enough foot-
ball enthusiasts here to close the ar-
rangement at once.

A visit from the Pacific Coast
champions would do more to boom
football in this city at the present
time than any other proposition that
could be imagined.

The California eleven is a very
strong one and would be very hard to
beat. Irwin J. Muma is its manager;
James R. Whipple, captain; Garrett
Cochran, coach; Addison W. Kelley,
assistant coach; Albert H. Lean,
trainer.

THE WORK IN SPAIN.

Aid Promised for the National In-
stitute for Girls.

At the prayer meeting of Central
Union church Wednesday evening the
hour was devoted to the consideration
of "The National Institute for Girls in
Spain" founded by Mrs. Wm. H. Gul-
lick. Mrs. W. F. Frear opened the
discussion with a very interesting and
effective address. She explained the
importance of the work and its op-
portunity for future success and en-
thusiastically showed Hawaii's priv-
ilege of aiding this institute in secur-
ing grounds and buildings.

Rev. W. D. Westervelt followed with
a short but earnest address on the far-
reaching influence of Hawaii both past
and present, and its present electric
touch stimulating this educational
movement in Spain. He reported near-
ly \$1000.00 paid and pledged beside
larger subscriptions. Of course no one
expected Hawaii to raise a sufficient
amount to satisfy the needs of this
school. A generous, kindly interest
would be shown in small as well as
large contributions.

Rev. O. H. Gullick was called upon
and responded feelingly concerning the
appropriateness of this offering. Mr.
Lyle Dickey mentioned the excellent
Christian Endeavor work accomplish-
ed in Spain by the young people from
this institution. Contributions can be
reported to Miss Caroline D. Castle,
Honolulu.

WIRE TO DAWSON.

SKAGWAY (Alaska) Sept. 29, via
Seattle (Wash.), Oct. 2.—The Canadian
Government telegraph line was com-
pleted to Dawson yesterday. The
Dominion line reaches from Bennett to
Dawson and the wires of the White
Pass and Yukon Railroad cover the
distance between Skagway and Hon-
nett. The first message was to the
Minister of Public Works at Ottawa.

RESULT OF TWO YACHT RACES

Light Baffling Breezes Interfere
With Good Racing—Yachts Do
Not Finish in Time Limit.

NEW YORK, Oct. 3.—The Sham-
rock, towed by the tug Lawrence, was
the first of the yachts to leave Sandy
Hook bay. She arrived at the wait-
ing buoy off the east end of Gedney's
channel at 9:45. The crew began at
once to hoist the mainsail, and at 10
o'clock the yacht filled away on the
starboard tack under jib and main-
sail.

On board the Shamrock beside her
captains, Hogarth and Whings, were
Vice Commodore Sherman Crawford
and Hugh McGill Downey of the Royal
Yacht Club, sailmaker Ratsey,
Navigator Hamilton and Henry F. Lip-
pett, the last named representing the
New York Yacht Club.

The Columbia, meanwhile, under jib
and mainsail, on the port tack, came
reaching out for the lightship at a 10-
knot clip. She passed close under the
stern of the Shamrock at 10 o'clock and
stood on to the eastward. On board
the Columbia, besides C. Oliver Iselin
and Mrs. Iselin, were Captain Herre-
schoff, William Butler Duncan, Jr.,
Captain Woodbury Kane, Herbert
Leeds, Newbury Thorne and Hugh
Kelly, secretary of the Royal Ulster
Yacht Club, representing that club on
board the Columbia.

The wind at this time was northeast
by north, blowing about twelve miles
an hour. Both yachts set their club
topsails at 10:30; the Columbia's men
handling their sails smarter than the
others. At 10:45 the committee boat,
Walter Luckenbach, in charge of S.
Nicholson Kane, came to anchor a
cable length east of Sandy Hook light-
ship and immediately hoisted the com-
pass signal, signifying that the course
would be south southwest. Two min-
utes later the Shamrock's crew rigged
their spinnaker boom out to port, all
ready to set that sail.

SHAMROCK FIRST AWAY.

Promptly at 11 o'clock the prepara-
tory signal—a blue peter—was seen on
board the committee boat. At the same
time a tug started to lead off the course
of fifteen miles to leeward. During the
interval of fifteen minutes between the
preparatory and the starting signals,
the skippers of both yachts maneu-
vered to the northward of the starting
line. Both stuck close to the light-
ship and five minutes before the start-
ing signal the balloon jib topsail was
set up in steps on the Columbia's stay.
The Shamrock sent up a No. 2 topsail
about the same time.

At one minute before the start the
Shamrock was approaching the line
from the eastward and the Columbia
from the westward. When thirty sec-
onds were left the Shamrock, which
had been coming for the line with
boom to port, gybed to starboard just
as the Columbia, with boom to port,
rounded the west end of the line and
began easing. Captain Hogarth, how-
ever, had his boat several lengths in
the lead, and just as the signal was
given he gybed the Shamrock again,
crossing the line 37 seconds after the
signal. The official time of the start
was:

SHAMROCK 11:15:37.

COLUMBIA 11:16:20.

The Shamrock had the best of the
start by 43 seconds.

As the Columbia crossed the line she
broke out her No. 2 jib topsail. At 11:17
the Columbia's spinnaker blew out
somed out to port and she began at
once to overhaul the Shamrock. For
some reason Captain Hogarth did not
see fit to set the Shamrock's spinnaker
until four minutes after the Columbia
had set hers, but as soon as it was set
the emerald-hued boat began to hold
her own with the Columbia, the
yachts being then not more than three
lengths apart. At 11:35 the Colum-
bia's bowsprit was just overlapping the
Shamrock's starboard bow, the latter
having the off-shore berth, but she
was unable to hold that position long.

In eight minutes the Shamrock,
which seemed to hold the wind better,
had pulled out fully five lengths ahead
of the Columbia and seemed to be
gaining every minute. Both yachts
were heading considerably to the west-
ward of their courses, and at 12 o'clock
the Shamrock, which had been steady-
ly gaining, was quite an eighth of a
mile ahead of the Bristol boat.

YANKEE BOAT IN THE LEAD.

At 12:15 the wind shifted to the
northwest. The Columbia, being the
inshore boat, caught it first. The
crew took in the spinnaker shortly.
Captain Barr gybed her to port, trim-
med down the staysail and bal-
loon jib topsail sheets and in just five
minutes the Columbia had walked past
the Shamrock and was the leading
boat. Captain Hogarth gybed the
Shamrock after taking in the spinnaker
at 12:16. They set her spinnaker
to starboard at 12:20, but only for five
minutes. Captain Hogarth, finding he
was losing time, took the sail in

smartly and hoisted the green sloop
across the Columbia's wake, taking a
position on the starboard quarter.

The outer mark was obscured by a
haze, so that it was not visible from
the yachts until 1 p. m. That did not
matter much to either Captain Hog-
arth or Captain Barr, for they were
indulging in a luffing match, close in
on the Jersey beach, for more than half
an hour. Finally Captain Barr, hav-
ing the Columbia well ahead, eased
sheets and kept off for the mark at
1:05 o'clock, crossing the Shamrock's
bow one-eighth of a mile ahead. At
1:17 o'clock he set the spinnaker on
the Columbia to starboard, and came
down for the outer mark at perhaps
not more than a 6-knot gait.

At 1:23 o'clock in came the spinnaker
again on the Columbia, the wind
having hauled back to the northward,
and her boom was gybed to starboard
and balloon jib topsail trimmed. The
Shamrock had gybed five minutes be-
fore, but she was not gaining any up
to this time. Approaching the outer
mark the Columbia's crew doused the
balloon jib topsail smartly, and as
they rounded the mark, a float bearing
a red ball with a white stripe, which
had to be left on the starboard hand,
the big main boom swung over to
port, all sheets were trimmed flat on
the starboard tack and the Columbia
thus began her fifteen miles of wind-
ward work.

The time taken at the outer mark
as each yacht luffed around it was:

COLUMBIA 1:37:57.

SHAMROCK 1:39:58.

So it will be seen by the official fig-
ures that in the run of fifteen miles
from the start to the outer mark the
Columbia outlasted the Shamrock two
minutes and forty-four seconds. Her
elapsed time to this point was 2:21:37;
Shamrock, 2:24:21.

SHARP PLAY FOR ADVANTAGE.

Captain Barr kept the Columbia on
the inshore tack for two minutes, forty-
five seconds after rounding mark,
when he let her come about to the port
tack, setting the baby jib topsail as
she filled away. In twenty seconds he
swung her about again. The Sham-
rock, meanwhile, stood off on the star-
board tack two minutes and twelve
seconds, when Skipper Hogarth put her
about and began his windward work
in earnest with the Bristol boat. The
wind was now northeast north, and on
the port tack both yachts were heading
with sheets trimmed down flat within
four points of the wind, which had now
increased to about ten miles. It was
not steady, however, and its fukiness
became apparent at 1:55, when it be-
gan heading off the Columbia. The
Shamrock tacked to starboard at 1:56,
spinning around on her heel in fifteen
seconds from full to full, but to the
astonishment of the thousands who
witnessed the Columbia's next tack,
fifteen seconds later, she swung around
in the almost incredibly short space of
ten seconds, timed by a stop watch.

Captain Hogarth, apparently feeling
confident that by a series of short tacks
he could get to the windward of the
Columbia, put the Shamrock about four
times in three minutes and forty
seconds. Captain Barr followed suit
and his nimble crew trimmed sheets
just as fast as those on the Shamrock,
and when they both settled down to
steady work again at 2:14:50, the Colum-
bia was still well in the lead and
gaining. Captain Hogarth thought it
best at 2:20 to split tacks with his an-
tagonist, so he put the Shamrock on
the port tack, thinking the Columbia
would not follow, but she did and
when the latter yacht tacked at 2:21:35
she was nearly a mile dead to wind-
ward of the green boat.

During the next thirty minutes a
dozen short tacks were made, the wind
continuing fluky all the time, until a
few minutes before 3 o'clock, when the
wind left the Columbia for fully five
minutes. She had the in-shore berth,
while the Shamrock, off-shore, held a
breeze from the northeast. When the
Shamrock, at 3:11, went about on the
Columbia's lee bow, she was well
ahead; that is to say, if she had gone
about she could have crossed the Colum-
bia's bow.

Between 3:15 and 3:20 o'clock the
Columbia, with a few fresh puffs from
the northeast, began walking up on
the Shamrock, which was then nearly
a quarter of a mile to windward of her,
but before she could overhaul the
Shamrock the wind died out again, the
Shamrock continuing to hold a breeze,
and by 3:25 o'clock she was nearly
half a mile to windward of the Bristol
boat. There was a strong tide setting
to the southwest, which seemed to af-
fect the Columbia more than it did the
Shamrock.

DECLARED NO RACE.

As it was necessary, according to the
rules, to finish the race before 4:45
o'clock, it soon became evident, as the

(Continued on Page Five.)

BOERS' ADVANCE

Three Thousand British Troops
Encamped at Dundee.

ARMED KAFFIRS WITH THE BOERS

Petition from the Cape Assembly to
the Queen and Mr. Chamber-
lain's Reply.

LONDON, Oct. 5.—The Daily
Telegraph publishes in its sec-
ond edition this morning the
following dispatch from New-
castle, Natal, dated yesterday:
"The Boers' advance began
today with a general movement
of artillery. The Boers are
occupying Laing's Nek nightly
and now hold the mountains to
the south of Volksrust. There
are no British troops nearer
than Ladysmith, and prepara-
tions are being made to aban-
don Natal from the frontier to
Glencoe."

"The inhabitants of Newcas-
tle met today and decided not
to attempt to defend the town
in the event of a Boer advance
in force. General Symond is
preparing to evacuate within
twenty-four hours. The people
are crowding the trains for
Ladysmith."

LONDON, Oct. 5.—Although today's
news from South Africa is grave,
the adherents of peace still derive a
glimpse of hope from some dispatches
stating that the stage of negotiations
is not yet fully terminated.

The news is contradictory. Side by
side with the announcement that
the Boers have occupied Laing's Nek
is printed a dispatch from Pretoria
stating that the Transvaal Govern-
ment has issued strict injunctions to
the commandants that British territory
must not be invaded and that Com-
mandant General Joubert has pub-
lished a proclamation threatening to
shoot any man who crosses the bor-
der.

Scarcely had the advocates of peace
exchanged congratulation over the an-
nouncement from the Transvaal that
J. H. Hoffmeyer, the Afrikaner lead-
er, and W. P. Schreiner, the Cape Pre-
mier, and undertaken a joint semi-
official peace mission and had actually
started for Pretoria, where they ought
to have arrived last evening, when la-
ter messages from the Transvaal cap-
ital declared that the Boer Govern-
ment knew nothing of this alleged
mission and that, in any event, nothing
could preserve peace but the withdraw-
al of the British demands.

There is not a jot of evidence going
to show that the burghers contemplate
receding.

Up to 2 o'clock this afternoon noth-
ing has arrived to confirm the dis-
patch from Newcastle to the Daily Tel-
graph announcing that a general ad-
vance of the Boer forces began yester-
day.

Another Newcastle special forward-
ed later than that to the Daily Tel-
graph declared that all was quiet on
the border last evening and that there
was no sign of a Boer advance.

The statement in the Daily Tel-
graph's special that there were no
British troops nearer Newcastle than
those at Ladysmith, is obviously an
error, as 3,000 British troops are en-
camped at Dundee.

The alleged Boer advance coincides
curiously with simultaneous telegrams
from various quarters regarding a
Boer ultimatum and the expiration of
the time limit in the evening. A dis-
tinctly serious and ugly statement
comes from Newcastle to the effect
that the armed Kaffirs accompany the
Boer commands. This would be an
absolute breach of the conditions sup-
posed to govern warfare among civil-
ized nations, and if true promises
scenes worse than even the gloomiest
forecasts.

From other Newcastle advices it ap-
pears that the Premier of Natal has
telegraphed the military authorities
that they can render Newcastle no as-
sistance, adding that if the Boers in-
tend to attack the town, resistance
would be futile and that the women
and children should be sent away and
the town surrendered.

An unconfirmed report says that
martial law has been proclaimed in the
Transvaal.

Advices from Bloemfontein say that
the town, the capital of the Orange
Free State, presents a most animated
appearance. Armed burghers go about
everywhere, although the Government
still professes hopes of peace.

A special dispatch from Johannes-
burg says: As a natural result of the
panic there is considerable lawless-
ness. The regular distribution of let-
ters has ceased. The Government has
commandeer all dynamite and cy-
anide supplies, which had been removed
and placed under strict guard at var-
ious depots. A strong guard has
been stationed at the reservoir to pre-
vent tampering with the water.

An enthusiastic meeting of Irishmen
was held last evening in Kimberley

under the presidency of a former Mem-
ber of the town, at which resolutions
were unanimously adopted expressing
disapproval of the conduct of Irishmen
who sympathized with the Boers and
of the course of the Irish Parliamen-
tary party in extending sympathy and
support to the Transvaal in the pres-
ent crisis.

Intelligence from Cape Town in-
cludes an official denial of the rumor
that the British have crossed the
Transvaal frontier near Kimberley.
There is a very definite feeling
throughout the Cape that the delay in
forwarding reinforcements is very
dangerous. The utmost enthusiasm
prevails and many are anxious to place
their services at the disposal of the
Government.

Some of the refugees from Johannes-
burg now in Cape Town are resorting
to acts of violence, smashing windows
and thieving. It is expected that, al-
though the Dutch in Cape Colony are
likely to remain quiet in ordinary cir-
cumstances, they will join their broth-
ers of the Orange Free State in case
the Boers commence hostilities.

It is reported that another shipment
of Rand bullion to the value of £1-
000,000 is in danger of confiscation by
the Transvaal authorities.

A petition to Queen Victoria, signed
by fifty-eight members of the Cape
House of Assembly, has been for-
warded through the British High Com-
missioner, Sir Alfred Milner, pointing
out that the petitioners, who are re-
lated by blood and through marriages to
residents of the Transvaal, are materi-
ally interested in the maintenance of
peace, urging the abandonment of war-
like measures, "as the Transvaal is
now fully awakened to the wisdom of
liberal concessions," and praying Her
Majesty to appoint a commission forth-
with to confer with the Boers, as the
petitioners are convinced that, as the
present franchise act is inadequate, the
Transvaal Government is prepared to
make further concessions to Uitenha-
ders. The petitioners, in closing, de-
clare their loyal devotion to the throne
and person of the Queen. Today the
Secretary of State for the Colonies, Mr.
Chamberlain, sent the following reply:

"The Imperial Government is not
unmindful of the sympathy and in-
terest of British subjects of Dutch de-
scent in South Africa. One of the main
objects of the Imperial policies is to
secure for the non-Dutch inhabitants
of the Transvaal rights and privileges
similar to those enjoyed by the Dutch
in Cape Colony. The Imperial Gov-
ernment has shown the Transvaal every
consideration consistent with this
object, and deeply regrets that the ef-
forts for a peaceful settlement have
hitherto been unsuccessful.

"The Imperial authorities are unable
to adopt the suggestion of the petiti-
tioners for the reason stated in the note
to the Transvaal of September 12. In
view of the refusal of the Transvaal to
entertain that moderate and concilia-
tory offer, the Imperial authorities
have been compelled to formulate their
own proposals regarding a final settle-
ment, which will shortly be commu-
nicated to the Transvaal."

The Times, in its second edition to-
day, publishes the following dispatch
from Pietermaritzburg, dated Octo-
ber 4:

"The wild statements emanating
from Ladysmith and Newcastle that
the Boers have crossed the frontier are
without foundation. The British mili-
tary authorities in Natal do not expect
the Boers to cross the border at pres-
ent unless their leaders lose control of
the men."

The London edition of the Standard
and Diggers' News, a Boer organ, pub-
lishes the following dispatch from Jo-
hannesburg, dated yesterday:

"It is expected that 30,000 burghers
from the Transvaal and the Orange
Free State will be on their respective
borders this evening (Wednesday).
Should the hostilities be protracted
there is much fear that the Zulus, Ma-
tabelas and Basutos will rise against
the whites and that massacres and dis-
asters will follow. The Zulu chiefs
have been summoning their tribesmen
from the Rand for weeks past."

Stories of outrages committed by the
Boers upon refugees from the Trans-
vaal continue to pour in. A bad in-
cident occurred at Kroonstad, where a
deputation from a trainload of 2,000
refugees attempted to buy provisions,
but were driven out by Boers armed
with blacksnakes.

NO MORE MAIL.

BLOEMFONTEIN, Oct. 3.—The
Landrost of Boshof telegraphs that the
British troops have crossed the border
from Kimberley.

LONDON, Oct. 4.—The dispatch re-
ceived in Bloemfontein from the Land-
rost of Boshof is not credited here, as
it is considered extremely improbable.
It cannot be asserted with certainty,
but it is believed that the British pro-
posals have not yet reached the Trans-
vaal, and it is doubtful if they have
yet been dispatched. Therefore it is
considered impossible that a British
advance has been ordered.

A special dispatch from Pretoria
dated Monday says the meeting of the
Raad adjourned at 11 o'clock in the
morning, and that only a legal quorum
of members was present. President
Kruger, addressing the members de-
scribed the war as unjust and unneces-
sary, and denied that the Uitenha-
ders wanted the franchise. Lucas Meyer,
the chairman, said the real purpose of
the British was "solely to gain Na-
both's vineyard."

The Transvaal reply, it is reported,
is now ready for dispatch and only
awaits the receipt of the British note.
Continuing, the correspondent says:
"I understand that the landing of fur-
ther troops will be regarded as a casus
belli. Four members of the Govern-
ment will take command of the com-
manders. Commandant General Joubert
started for the Natal border to-
day with his staff."

A dispatch from Newcastle, Natal,
(Continued on Page Four.)

HONOLULU HORSES

Attacked With an Entirely New Epidemic Disease.

FIRST SYMPTOM A DRY COUGH

Both Livery and Private Animals Affected—Some Cases in the Tramway Stables.

Horseowners are becoming vastly concerned just now on account of the peculiar epizootic condition of a large proportion of their stock. In conversation last night Mr. Sullivan of the Pantheon stables said he was unable to give the trouble a name, but brought out for inspection two or three horses suffering from the new complaint. There is no running from eye or nose and the glands of the throat are to all appearances not at all swollen and fever is not discernible, but the animal has a very distressing or hacking cough which seems to come from the throat. Quite a number of horses about town are affected by it, both in the livery stables and outside; the tramway horses and mules are also included.

Mr. Bellina of the Club stables had been approached by quite a number of anxious enquirers for advice, and Dr. Clapham and Shaw on being questioned stated that although they would ascribe the cause to climatic conditions and apprehended no serious danger, the symptoms at the present stage were new to them, and it was rather too early to diagnose the trouble. It is probable that the dusty condition of the roads both inside and outside the city limits is responsible to a large extent for the disorder, yet it is known that glanders is quite prevalent on the Coast just now and may have been brought down amongst the United States Army horses, although Dr. Shaw states there is not a case in Honolulu within his knowledge.

Whatever the cause of this new horse disease is, the fact that it is prevalent and apparently epidemic is a source of considerable alarm, and all livery stable keepers are watching their animals very closely for fresh symptoms.

CHAMBER OF COMMERCE.

Will Aid in Making the Exhibit at Paris Successful.

A special meeting of the Chamber of Commerce was held yesterday forenoon at which were present: Messrs. T. Rain Walker, vice-president; Jas. G. Spencer, Ed. Suhr, R. F. Lange, H. E. Wally, W. W. Hall, F. J. Lowrey, A. V. Gear, F. A. Schaefer, W. F. Allen, J. P. Cooke and Dr. Walter Maxwell. Several letters from the Government on the subject of the Paris Exposition were discussed, also a statement from the Hawaiian Planters' Association stating that the sum of \$12,000 had been guaranteed.

The Chamber repeated its offer to contribute the present Omaha Exhibit and also to co-operate in the effort to make the Hawaiian exhibit a success.

THE ALALAUWA AGAIN.

Schools of the Little Red Fish Appear in the Harbor.

Schools of the small red fish, known to the natives as alalauwa, entered the harbor early yesterday morning and hundreds of native fishermen made quite a good day out of them.

At Kaula swarms of the little red fish, whose appearance is said by the Hawaiians to be a sure sign of the demise of some member of the royal house, made their appearance at Hanalei and the crew of the Ke Au Hou secured several barrels of them.

While the appearance of these fish is said to portend some national disaster, they are very good eating and are eagerly sought by fishermen of all nationalities. It is one of the very few varieties of fish in these waters that will take a hook.

Fred Iauken.

The trouble in which this young man has become involved has been fixed up. In the Police Court yesterday the charge of forgery against him was nolle pross'd, Marshal Brown stating that it was the intention of the young man to enlist in one of new regiments.

Funeral Arrangements.

The remains of the late John Phillips will be removed from the parlors of H. H. Williams at 2 o'clock this afternoon to the Masonic Temple, whence the funeral will take place on Sunday afternoon at 3 o'clock.

The pall-bearers will be C. B. Ripley, J. A. King, A. V. Gear, H. E. McIntyre, E. I. Spalding, W. F. Allen, J. H. Beyer and C. M. White.

The order of the funeral procession

will be: Police, band, Honolulu Commandery No. 1, Knights Templar, Masonic lodges, hearse, mourners, Council of State, general public.

Norman E. Gedge, as worshipful master of Pacific Lodge, will conduct the services assisted by E. I. Spalding, A. F. Gillilan and H. E. Cooper.

The Kohala Term.

Daniel Porter, clerk of the Circuit Court of Hawaii, writes from North Kohala to Henry Smith, clerk of the Judiciary, to the effect that the term of court being held there came to rather a sudden end, the defendants in the murder cases pleading guilty to murder in the second degree. Several other important suits were settled out of court. Hawaiian Interpreter John A. Bush reached Mahukona just as the court adjourned sine die.

Judge Wilder goes to Malua to hear a number of civil and probate cases, the people interested agreeing to pay all the expenses incurred.

RAMON R. LALA

Native Filipino on His Own Countrymen.

Says Aguinaldo Should Not be Allowed to Triumph in the Present Contest—His Reasons.

Ramon Reyes Lala, a native of the Philippines, expresses the opinion in the "Forum" for September that it is well his countrymen should not triumph in the present contest, and that "Aguinaldo and his half-trained followers were never likely to hold their own against the discipline and rapid-fire guns of the Americans, who will give them a better rule than they can establish for themselves." Mr. Lala describes the people of the Philippine Islands as outlying branches of two widespread races of mankind—the Malays and the Negritos. The Negritos are allied to the African pigmies, who, with the dwarfs of the European continent, are suspected of being the original progenitors of the human race. They are wholly untameable, and are dying out, only 25,000 remaining in the Philippines, one of their last abiding places. They can run like deer and climb like monkeys, descending the rigging of a vessel head first and holding on by the toes, with which they can pick up minute objects. Like the African dwarfs they use poisoned arrows. Of the Filipinos there are more than eighty tribes, numbering in all from 6,000,000 to 8,000,000. Most of them are "civilized," but some are savages. "The Filipino would rather fight a stranger than trust him. They will be restive until they have learned to know the American." The Sulus are born pirates, and have a fanatical hatred for Christians. The head-hunting Igorrotes of Luzon are brawny, powerful fellows, with some agricultural skill, who refuse to be civilized. The Spaniards were never able to subdue them. The Gaddones, of like nature, scalp or behead their foes in battle. The Mangyans of Mindoro "are a harmless, simple and confiding people, easily placated by kindness." In an article on "Irresistible Tendencies" in the September "Atlantic," Charles Kendall Adams shows how civilization is to take possession of every nook and corner of the globe. "Is it not inevitable," he asks, "that in the near future the doors that have always been shut, will be thrown wide open?" Events not anticipated or desired are compelling us to throw one of them open in the Philippines, and who seeks to close it will inevitably get his fingers pinched.

HONOLULU OUTDONE.

American Community of Yokohama Entertains 10,000 Soldiers.

The little American community at Yokohama, consisting of forty or fifty families, has undertaken to feed and entertain in every possible way an army of 10,000. This is something never before known in the annals of hospitality. Yet half of this gigantic task is already accomplished, as we are informed by a newspaper dispatch of August 11, and the devoted hosts are full of pluck and energy to pursue it to the end. They feel amply repaid by the unbounded gratitude of the soldiers, and even the Japanese have been taught a new lesson in patriotism.—Army and Navy Journal.

JAMES REED INJURED.

Mr. James Reed struck his leg against a cake of ice in such a manner as to bruise it severely. It became very much swollen and pained him so badly that he could not walk without the aid of crutches. He was treated by physicians, also used several kinds of liniment and two and a half gallons of whisky in bathing it, but nothing gave any relief until he began using Chamberlain's Pain Balm. This brought almost a complete cure in a week's time and he believes that had he not used this remedy his leg would have had to be amputated. Mr. Reed is one of the leading merchants of Clay Court House, W. Va. Pain Balm is unequalled for sprains, bruises and rheumatism. For sale by all druggists. Benson, Smith & Co., Ltd., agents for H. I.

JOHN PHILLIPS

Death of One of Honolulu's Most Honored Citizens.

SKETCH OF HIS CAREER

Funeral to Take Place on Sunday Afternoon Next With Official and Masonic Honors.

(From Wednesday's Daily.)

After a three weeks' struggle against the inevitable John Phillips, than whom no one in these islands was more honored, passed away at 11:45 yesterday morning. Only an iron constitution and a strong determination not to give up kept him alive so long. With him at the last were his son and daughter and Archie Gillilan, N. E.



JOHN PHILLIPS.

Gedge, A. B. Scrimger, J. Tucker, T. E. Krouse and J. Walker, who with his physician Dr. Herbert have been unremitting in their attention during his five weeks' illness. The cause of death was rheumatic neuralgia complicated with other troubles.

The body of the deceased gentleman has been embalmed and today will be conveyed from the residence on King street to the Masonic Temple where it will be in state until Sunday. Arrangements for the funeral had not been completed last night but it will undoubtedly be an imposing one, not only from the very high standing of the deceased in government councils and Masonic circles but from the universal respect and high esteem in which he was held by all who knew him. And there are few in Honolulu who did not know the kindly genial John Phillips. Honest and upright in his every dealing, open-hearted and generous almost to a fault, is it any wonder that tears came to many an eye yesterday when the news of his death became known. The good that John Phillips did in this world will never be known except by the recipients of his bounty for he was one of those who did good and said nothing. It is known that he gave freely and without question and refused no one. He simply could not refuse.

While his death had been expected for weeks, few realized the respect in which John Phillips was held in the community until it actually occurred. Of a simple and kindly disposition he endeared himself to all his friends and of enemies he had not one.

John Phillips was born near Glasgow, Scotland, 57 years ago. He emigrated to Canada and later lived for a time in St. Paul, Minn., going from there to San Francisco and in 1883 came to Honolulu. He entered at once into the plumbing and tinning business with Andrew Brown who was reared in the same village with him, the firm name being Phillips and Brown. This partnership continued for several years and on Mr. Brown's retirement the business was continued by the deceased until his death.

He became a member of the House of Nobles in 1890 and continued such until the overthrow of the monarchy. In 1895 he was appointed a member of the Council of State by President Dole and was re-appointed in 1898.

He was high in Masonic honors. Twice he was Master of Hawaiian Lodge and had served Pacific Lodge in the same capacity. He was High Priest in the Royal Arch Chapter and Prelate in the Commandery. It has been said of him that he had received all the Masonic honors that could be conferred upon him in the Hawaiian Islands.

John Phillips leaves surviving him a son and a daughter. His wife died about three years ago.

The government has tendered the services of a platoon of police and the band for the funeral. The interment will be in the family plot in Nuuanu cemetery, the remains being placed next to those of his lamented wife who died about three years ago.

Hives are a terrible torment to the little folks, and to some older ones. Doan's Ointment never fails. Instant relief and permanent cure. At any chemist's, 50 cents.

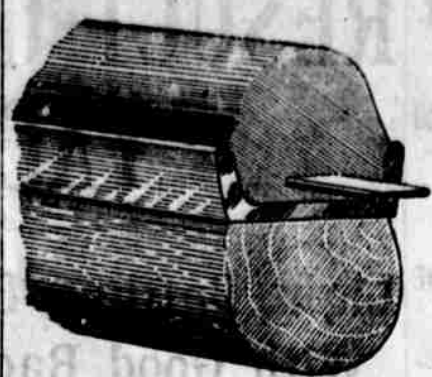
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A HANDSOME LINE OF

Stylish Surreys

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Call and See Them.



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Have placed the Agency for the Hawaiian Islands for their celebrated

Rubber Tires

with us. A distinctive feature of this Tire is that there is no space between tire and rim to allow gravel and sand to enter and thus destroy the Rubber.

SCHUMAN'S CARRIAGE AND HARNESS REPOSITORY.
ISLAND ORDERS PROMPTLY FILLED. FORT STREET, ABOVE CLUB STABLES.



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The "Bunion Shoe" is the only shoe in the world that will fit the foot with a bunion or an enlarged joint.

Plenty of room for enlarged joints, closely fitting elsewhere. This describes, in a few words, shoes made on the Bunion Last.

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Sets of Crockery in four patterns, 56 pieces\$7.90

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THE WORLD-FAMED BLOOD PURIFIER AND RE-TONIC.

IS WARRANTED TO CLEAN THE BLOOD from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent cure.

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CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes passed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England" are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture" blown in the bottle WITHOUT WHICH NONE ARE GENUINE.

CASTLE & COOKE, Ltd HONOLULU.

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Hawaiian Gazette.

SEMI-WEEKLY.

PUBLISHED TUESDAYS AND FRIDAYS

W. N. ARMSTRONG, EDITOR.

FRIDAY, OCTOBER 13, 1900

A JAPANESE BOOK.

The Japanese have made a valuable contribution to the literature of International law. Sakuyo Takahashi, Professor of Law in the Imperial Naval Staff College of Japan, has published a work entitled "Cases on International Law during the Chino-Japanese War."

At the beginning of that war the Japanese resolved to put themselves abreast of the Europeans in observing the generally accepted rules governing the relations of nations, in war or peace. The contents of this book show how thoroughly they have adopted European precedents, and abandoned their own traditions.

One of the remarkable features of the Japanese radical departure from ancient European and American ways, was the abolition of the right of the captors of vessels in war upon the high seas, to share in prize money. This they did several years before this right was abandoned by the United States, for it was not until last March, that Congress passed a law forbidding the distribution of prize money.

The absurdity of the American law, which, until now granted prize money to the captors of war and mercantile vessels, but gave nothing to the captors of lands and cities, was illustrated in our war with Spain. Admiral Dewey at Manila, and Admiral Sampson at Santiago destroyed or captured Spanish fleets. They and the crews of their ships are entitled to and will receive prize money for these captures, and the Admirals will be made comfortable out of their shares. But the officers and men, who fought at San Juan and have been wading up to their arm pits in the swamps of Luzon and have captured many towns, are entitled to no prize money. Relatively, there is gross injustice in this. The exposure of the soldiers to hardships, disease and discomfort, was more severe than the exposure of the sailors.

In former days the soldier's reward was found in permitting him to sack or loot the houses of the conquered people, but open and lawful looting is now forbidden. The letters from soldiers in the Philippines concede that some property is carried off from the captured towns, but there is no money in it.

The law which awarded prize money to the sailor was, after all, an insult to his patriotism. It assumed that he, commander or Jackie, would do better fighting if he saw any money in a scrap. This assumption was true, when crews were secured by the press-gang, and the commanders were court favorites. That this idea should exist so long in our own navy is evidence of the strong force of habit and custom.

MEXICAN PROGRESS.

President Diaz of Mexico is operating his Benevolent Despotism with extraordinary success. Law and order, which are the conditions of progress, have been established. The Law is not Anglo-Saxon law and it is law which would be repudiated in American courts. It is his own law, secured by intelligent, suitable and most effective political machinery with little regard to the opinions of the people. But he is wise enough to make it wholesome and good law, and better than the people could frame, if they became the law makers themselves. Instead of building Mexican civilization from the bottom upwards, he is building it, contrary to the theories of Democracy, from the top downwards. The people are not educating themselves in the sciences and practice of self-government. He is however educating them to expect and respect good government, by putting before them the daily operation and spectacle of peace and order. By the law of political morals, he constantly does wrong, in order that he may do right. He bridges the dangerous stream of political ignorance with the beams and girders of error, and then leads virtue in a triumphant march over them. Here is an instance. It is said in one of the eastern journals:

"Brigandage, formerly the curse of Mexico, has been practically suppressed. The tourist may now travel through the country in perfect security. Perhaps the most remarkable feature of this change is the fact that some of the worst brigands of former days have been appointed by President Diaz to the responsible positions of Chiefs of Police in the districts which they formerly terrorized, and have been made directly responsible for the preservation of law and order in their bailiwicks."

Prof. Agassiz while visiting in these islands, several years ago, said that he was well acquainted with Diaz, and while visiting a governor of one of the provinces, on Diaz's invitation was told that brigandage had been entirely sup-

pressed by shooting and hanging the brigands without trial.

In an American community, the brigand is protected by the jury trial, and is presumed to be innocent until he is proved to be guilty. Diaz discards these safeguards of liberty, because they are impracticable and there is no cohesive public sentiment in Mexico, which demands them. He teaches the value of law and order, and is the educator of the people.

The career of Diaz is, so far, brilliant and in one sense, patriotic. He is placing Mexico in the line of well ordered States, so long as he lives. But the people are not learning the principles of self-government, excepting as he incidentally teaches them what these principles are. Benevolent despotism does not deal in principles.

On the whole is not Mexico the gainer by this method of rule, even if it is denounced by theorists and lovers of popular liberty? And, on the other hand, does Diaz not show, as we have shown in these islands, that self-government is possible only within close limitations?

AN ASTOR PEDIGREE.

The English Press continues to ridicule the genealogical history of the Astor family, as it is now publicly presented to the world by Mr. Waldorf Astor.

Having inherited one of the great fortunes of the century, Mr. Astor undertook to show that he also inherited a fine pedigree. He paid for an elaborate investigation and the kindly investigator ran him back to one Pedro D'Astorga, who lived in 1085, and was granted by a Spanish Queen the arms of a "falcon argent on a gloved hand." The inventive investigation continued his line through the centuries, down to John Jacob Astor, who was born in 1763, emigrated to America and married Sarah Todd, a name neither Spanish or aristocratic. Having posted up this remarkably long pedigree before the British public, the noted genealogist Lathrop Whittington looked at it, carefully examined it, and declares that there was the falsifying of a date in the record, and that Mr. Astor has no illustrious ancestors, unless he can pick one off the branches of the plebeian Todd family tree. Moreover it is shown that the father of John Jacob Astor was a butcher, and not a chivalrous party, plumed and riding a prancing horse.

In publishing his pedigree, Mr. Astor has only followed the example of his own countrymen, who have within the last few years, published innumerable books containing their pedigrees. And some of these pedigrees are worthy of being preserved. "He who boasteth of his ancestors, boasteth of what he owes to others."

Mr. Astor has failed, however, in producing evidence of blue blood in his veins, and he must continue to bear the burden which his fortunate ancestor cast upon him of wearing a coat of arms, on which is a field argent, with the figure of a white man selling a bottle of whiskey to an Indian.

Mr. Astor is condemned because he has abandoned his American citizenship and become an English citizen. No one can criticize him any more than he can criticize a number of intelligent and reputable American citizens who abandoned their homes in America, "the land of the free, etc.," abandoned the flag, settled here and swore allegiance to Hawaii. To be sure it was said that they did not abandon their allegiance to the United States. But the United States knows no straddling patriotism, which, like the circus athlete, rides two horses at the same time.

Mr. Astor changed his allegiance because it was for his advantage to do so. He had conscientiously walked into the muddy waters of political life in New York city, because he believed that it was the duty of the men of wealth to devote themselves to public affairs. Those who saw him receiving in the parlors of his fine residence on Fifth avenue innumerable delegations of the "boys" who fled in and demanded money for the organization of "Astor clubs," knew the bitterness of his experience, the costliness of his experiment, and the indifference of the respectable citizens in political affairs. When he came out of the muddy waters, he scrubbed and washed himself, and abandoned political life forever, as, unfortunately, so many of the most promising and capable men of America refuse to enter it, because it means the loss of a tranquil and refined life, and the standing of a sensitive man out in the open spaces, with a crowd of blackguards bawling at him.

Mr. Astor should have shown a more abiding faith in the destiny of his own country, and, outside of political work, he could have done vast good in the preparation and making of good citizens, who, in the times to come would not train with the "boys." He lost his faith in the magnificent destiny of his country, and casts his lot with a social class in England, which, in its wealth, power and intelligence, is, from a worldly point of view, the highest in the world.

A WANTED OPPORTUNITY.

Judge Henry R. Hilton, who recently died in New York city, was noted for two incidents in his life, the possession of a large estate which had been left by the dry goods millionaire A. T. Stewart, and the issue of a peremptory order forbidding the entertainment of Jews at the hotel he owned in Saratoga Springs.

He had been for some years one of the judges of the higher courts of New York city, but finally became Mr. Stewart's legal adviser and confidential friend. Mr. Stewart, who was childless, had thought of many ways of disposing of his great estate in charitable uses, but, as he said to his friends, he could make money, but could not give it away. He had little confidence in the trustees of charitable institutions, because he said that they were "good," but incompetent men. He finally, however, built a magnificent structure for the accommodation of working women, but refused to complete it, because he was told that the scheme could not be made successful. Judge Hilton was not a philanthropist, and he made Mr. Stewart a skeptic in the general charitable work of his time.

But Mr. Stewart had his millions and was childless. He was a reader and an excellent Greek scholar. The disposition of this great estate weighed upon him. He read, and thought and doubted over the subject for some years, and died, leaving the estate mainly to his wife who was a simple minded, benevolent woman, who naturally placed implicit confidence in Judge Hilton. She urged that the building for the working women should be finished, and the plan for its use be executed. Hilton reluctantly consented in order to humor her. It was finished and opened to young women. But it remained nearly empty. The rules for the government of those residing in it were harsh. No competent superintendent was engaged, and after six months of trial, the building which should have been one of the noblest works of beneficence in the city, was converted into the Park Avenue hotel. Hilton had persuaded Mrs. Stewart to believe that the working women did not appreciate the value of the opportunities given to them, and she yielded. The working women needed information and encouragement to enter and live in a building, where they would be governed by rules which were wholesome but in some respects irksome. The experiment was stopped before it was fairly tried. Hilton had no faith in its success. The subsequent successes of other philanthropists in carrying out such a benevolent and profitable scheme, showed that he was in error. He undertook to carry on the great commercial business which Mr. Stewart had created. But, directly and indirectly, he failed in it. The firm which took the business was managed largely by his son, and on its failure the son was found to be indebted to the father for over \$4,000,000.

Judge Hilton had, by public notice, excluded the Jews from the Grand hotel in Saratoga. He made no exceptions. The Jew mercantile houses of the country resented the order and to a large extent refused to trade with his business house. He professed to despise their trade, but the trained men in his employment saw the knife of the Jew at the throat of his business and it was seriously injured by the loss of their trade.

Some of the prominent and educated Jews said, years afterwards, that this order of exclusion put the intelligent Jews on their mettle. It called their attention to the fact that the most of them had suddenly risen from the ranks of poor immigrants, without "advantages," and taught them that good manners were indispensable, if they wished to make social progress. Some of the liberal Jews said that Judge Hilton had lost his Jewish trade, but that he had aroused the Jews themselves to a just sense of what prosperous American citizens ought to exhibit in the way of good breeding.

Mr. Stewart founded Garden City on Long Island. The Episcopal Cathedral, erected with his money, is one of the most attractive architectural buildings in America and its choral service is unsurpassed. Judge Hilton encouraged Mrs. Stewart to make ample provision for his care. It is about all that represents one of the great American fortunes. Had Hilton been a man of large views, this fortune would have been consolidated into one of the noblest and largest charities in America. Neither Stewart or Hilton had, from their childhood, been trained in the practice of spending money for good uses. Rum and Vice did not dissipate this great fortune. But ignorance did, and ignorance is the chief of staff in Satan's military household.

A DISCRIMINATING LAW.

The legislature of the State of Indiana recently passed a law that no white person, under penalty of punishment, may marry a negro if she has more than one-eighth of negro blood in her veins.

Before the Civil war the laws of nearly all the northern States forbade

the marriage of a white with a black, and many of these laws remain un repealed.

This is an excellent illustration of the need of some flag waving on the Mainland. There is a suggestion of irony, in attempting to make the people of Porto Rico, Cuba and the Philippines better citizens, when a sovereign State enacts a law which degrades a citizen. For the negroes is a citizen, and the 14th amendment of the Constitution was adopted to protect her race in the United States. It forbids any State to pass any law which "shall abridge the privileges or immunities of citizens of the United States." The State of Indiana forbids an educated, intelligent black woman, even if she has been graduated with the highest honors by a university, to marry a white man. This abridgement of the personal rights of an American black citizen is not due to any settled conviction that the marriages forbidden, are a detriment to the State. The social elevation of the average resident of that State is not so high as to make one believe that there is much thought given to the subject of social elevation.

But this law puts before the people of the new territories, the dangers which are before them if they are subjected to similar legislation by Congress. If one sovereign State can degrade the educated black woman, another State can degrade also. If all the States can degrade educated women, because they have dark skins, then the Federal Government may do so, if not restrained by public opinion.

The State of Indiana is in no position to shout for Expansion, when there is a crying need of moral expansion at home.

The mixing of the races may not be desirable. But the United States has disposed of that question by putting both races on the same legal footing. It is not strange that Aguinaldo and his friends do not understand the mystery of American civilization. They have the right to infer that Indiana represents an average community, and that this absurd, unconstitutional law of Indiana, may be applied to their own people.

There may be ethical or physiological reasons why the marriages forbidden by this law of Indiana should not take place, but if there are they have not been clearly stated by the law makers of that State.

LABOR IN GERMANY.

Even the German sugar beet raisers are not free from labor troubles. Although the rate of wages has been gradually rising, it does not attract a sufficient number of laborers to supply the demand.

Several of the German papers have lately discussed this serious question. The beet growers are, in many places, restricted to small areas of cultivation, because sufficient labor cannot be secured. For some years these growers in planning for the work for the coming year, have regarded the labor supply as the most important item in their estimates.

In the eastern provinces of Germany laborers from Russia and Poland have been employed, but they have never given satisfaction. For the last two years the beet growers have been looking to the north of Italy for laborers. The need of laborers has, during the present year, been so pressing, the growers have now taken measures to consolidate their interests, and send agents into Italy in order to secure, next year, an adequate supply.

Perhaps Minister Damon will meet some of these German agents, while he is visiting the homes of the northern Italians.

Our planters, it appears, have been supremely "blessed" in the past in obtaining labor supplies. It is only now, when these "blessings" take their flight, that they realize the bounty and almost the extravagance of the world, in dealing out to them abundant and cheap labor. While the German farmers, in a thickly settled country, have measured the areas of land to be cultivated, by the extent of the labor supply, our planters have merely opened their mouths, shut their eyes and the Immigration god has fed them with a spoon, overflowing with Asiatic labor.

This period of felicity has naturally prevented them from seriously considering any question of labor supply. The annoyances of the American farmers who have been compelled to even put their wives and children into the fields; the perplexities of the German beet raisers in calculating the area of land that the labor conditions would permit of cultivation, have not been known to our fortunate planters, who merely lifted their fingers and an army of Asiatic workmen sprang from the ground.

The situation in Germany suggests that the labor question here will not be settled by flying visits to foreign States or by an exchange of telegrams with immigration agents. The labor problem now becomes one as intricate, as important as the question of machinery, and it must be treated scientifically, that is, by men who know how to treat it, and do not take it up suddenly as an emergency mission. Be-

Well Made
and
Makes Well

Hood's Sarsaparilla is prepared by experienced pharmacists of today, who have brought to the production of this great medicine the best results of medical research. Hood's Sarsaparilla is a modern medicine, containing just those vegetable ingredients which were seemingly intended by Nature herself for the alleviation of human ills. It purifies and enriches the blood, tones the stomach and digestive organs and creates an appetite; it absolutely cures all scrofula eruptions, boils, pimples, sores, salt rheum, and every form of skin disease; cures liver complaint, kidney troubles, straggles, and builds up the nervous system. It entirely overcomes that tired feeling, giving strength and energy in place of weakness and languor. It wards off malaria, typhoid fever, and by purifying the blood it keeps the whole system healthy.

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Is the best—in fact the One True Blood Purifier. Sold by all druggists. \$1; six for \$5.

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pendent as these islands have been on foreign labor, the attitude of the community, has been that of the native, "mahope," or of the Spaniards, "manana." It is substantially so today.

THE PRESIDENT'S POLICY.

The President's policy, wisely guided by events in the Philippines, is now taking a more definite shape. He proposes to establish local self-government in those parts of the islands, in which American authority is not disputed, instead of waiting until the entire territory is conquered. By doing this, he gradually wins the confidence of the Filipinos, and will be able to show to Congress some practical work. If, between the present time and the first of next January, he can show to Congress a feasible scheme of self-government in those islands, under an American protectorate, a long and bitter controversy will be avoided not only in Congress, but among the people, who are behind Congress. In the mean time he may be aided by the collapse of the rebellion. If not, he will crush it, with "blood and iron."

VENEZUELA.

The award by the Arbitrators, in the Venezuelan dispute, has been settled and both parties appear to be satisfied. The Arbitrators simply made a compromise which the parties in interest could not make. The dissatisfied citizens of either country will blame the arbitrators. This does no harm. The affair is closed. On the whole, Great Britain seems to be the gainer by the decision. What is given to her she will keep without fear of another controversy.

The American people will approve of the award. They have, by the force of circumstances, adopted the British policy in dealing with the conquered territories, and are not so eager to pull the tail of the Lion, since their eyes have been opened.

MORE TRANSPORTS.

The transports City of Para and Zealandia, with the Twenty-ninth Volunteer Infantry, arrived off port last night, the latter at 11:30 and the former at midnight. The Zealandia is docked at the Oceanic wharf, while the Para is anchored outside till daylight.

On the Zealandia are five companies numbering 515 men and 16 officers, under the command of Lieutenant Colonel Sargent, together with 40 recruits and a detachment of the signal corps under the command of Lieutenant William Mitchell. The officers of the Zealandia contingent are: Lieutenant Colonel Sargent, First Lieutenant and Adjutant Kunbrough, Captains Liddell, Stiers, Kennen, McGhee, Shields and Assistant Surgeon Captain Minor; Lieutenants Rensenhauser, Winslip, Pike, Wilson, Farwell, Almand, Elmore, Clark, Grimstead and Holmes. On board are also Surgeon Major Powell, Lieutenant Cheney of the engineer corps and Lieutenant Surgeon Kirk.

The City of Para has on board seven companies of the Twenty-ninth Infantry, numbering in all about 750 officers and men, together with the headquarters staff and regimental band. The Twenty-ninth is entirely a Southern regiment and was recruited at Fort McPherson, Georgia, about two months ago. They are a fine body of men and their officers are justly proud of their command.

The Zealandia left San Francisco in company with the City of Para on the 5th inst. at 5 p. m. and experienced a most pleasant passage down. No sickness of any kind was experienced and both officers and men are in the best of condition and spirits.

REBEL ATTACK.

MANILA, Oct. 5.—An attack upon Parangue, was made by the insurgents last night and rebel sympathizers in the town set fire to a number of buildings.

Colonel Daggett repulsed the attack and declined offers of assistance from Bacoor.

The extent of the damage done by the incendiary fires has not yet been learned.

Dr. C. L. Garvin has been appointed a surgeon, with the rank of captain, of the First Regiment, N.G.H.

BOERS' ADVANCE

(Continued from Page 1.)

reports that Commandant General Joubert has gone to Vryheid.

The Pietermaritzburg correspondent of the Daily Mail says he believes martial law will be declared in Natal with a view of preventing the Natal Dutch from joining the Boers.

The Standard's correspondent at Newcastle, Natal, telegraphing Monday night, says: The forward movement of the Boer forces which threatened the Natal frontier, has been suddenly arrested. A majority of the burghers who gathered on the heights northeast and east of Newcastle have fallen back on their original base near Sandfontein.

The Daily Telegraph's correspondent at Pietermaritzburg says Commandant General Joubert's policy is defensive.

Communication is interrupted beyond Charlestown, where the stores have been looted by the natives since the departure of the whites. Stories of the movements of Boers and British and of the hurried muster and dispatch of troops on both sides have come from other points. A telegram from Ladysmith, Natal, says that the Orange Free State troops have occupied and closed Botha's pass on the Free State border, and that Commandant Allriche, chief of the Free State artillery, is proceeding in the direction of Kimberley with a considerable force of artillery. Another force of artillery, under Commandant Boring, has gone to Harrismith, while Commandant Smith commands a force of artillery en route for Kroonstad.

The latest news received from Johannesburg, filed there yesterday, indicates that the last rush of Europeans to leave the town has occurred. They crowded the trains like sardines, occupying every possible inch on the trucks. There is considerable anxiety with regard to the few who remain behind, as communication seems to be cut off.

The mining commissioner stated officially that the proclamation of September 29, relating to the protection of miners, had been withdrawn and he therefore advised all Britons to leave as soon as possible.

The British steamer Lalpootra, now in the transport service, arrived last evening at Durban, Natal, with field artillery, a hospital corps and commissariat stores from India. The troops were promptly disembarked and sent by train up the country.

The Natal authorities have announced that no more mails will be dispatched to the Transvaal until further notice. Last Friday's mail was sent back from the frontier.

A Bloemfontein dispatch says that the Orange Free State Government has gazetted an alien expulsion law and also a law forbidding the export of grain, stock and other necessities without a permit. Commandeering is proceeding there at a lively rate.

According to a dispatch from Lorenzo Marques, Portuguese East Africa, a crowd of Boers who were assembled at the Machadodorp station forced the refugee burghers to uncover during the singing of a Boer song, and severely maltreated several Englishmen, stabbing one and kicking and trampling upon others. It is reported there also that two ladies were attacked at Paardokop station by Boers, one being struck in the face by a rifle shov through the railway carriage window and the other struck by her assailant's fists.

The War Office, it is reported, has received an offer from 2,000 officers and men of the Cuban army for service in the Transvaal.

Lloyd's publishes a report that gold valued at £500,000 in transit has been secured by the Transvaal authorities.

ENGLAND FAR FROM READY.

LONDON, Oct. 3.—While constant military orders are being issued here progress seems very slow, and it must still be weeks before Great Britain will be in a position to strike, although it is believed the British troops now at the front, or near it, are sufficient to protect British territory. The Government is certainly not showing any signs of haste in sending an ultimatum. This is probably due to a recognition that Great Britain is not yet ready to substitute force for negotiation; and the Cabinet therefore is giving the Transvaal every chance to accept the latest proposals.

OFFERS TO ARBITRATE.

NEW YORK, Oct. 3.—A special to the Sun from Milan quotes the Courier, which says that Count Muraviev, the Russian Minister of Foreign Affairs, who is now in Switzerland, has offered to arbitrate between Great Britain and Transvaal.

BUYING CANNED MEAT.

CHICAGO, Oct. 3.—It is reported here that the British Government has placed a large order for canned meat and tinned fruit with one of Chicago's packing concerns. It is understood the contract was let through the London branch of the house concerned and that it calls for the largest shipment of canned meats ever exported from this country.

LARGE STAFF FOR BULLER.

LONDON, Oct. 4.—The staff of General Sir Redvers Buller, who is to command the British forces in South Africa, has been officially gazetted. It is the largest since the Crimean war.

SOON TO BE REAR-ADMIRAL.

Captain Barker Assigned to Norfolk Navy Yard.

WASHINGTON, Oct. 2.—Captain Albert B. Barker has been assigned to command the Norfolk Navy Yard, relieving Admiral Parquhar, who takes command of the North Atlantic station. Captain Barker will become a full Rear-Admiral within a month. At present he is on waiting orders. Captain Barker commanded the battle-ship Oregon on her memorable cruise from New York to Manila in answer to Dewey's appeal.

RESULT OF TWO YACHT RACES

(Continued from Page 1.)

boats, at 4 o'clock, were some five miles to leeward of the finish, that the race would have to be declared off. This was done at the time named, while the boats were still four miles away from the finish.

It was very evident from today's performance of the Shamrock that she is indeed a very fast yacht; that she is speedy in light winds, was shown by her work the first half of the first leg of the course; that she is quick in stays was amply proved by her windward work, and it is also a fact that she stands up to canvas equally well with the Columbia. In the matter of handling sails there was little to choose between the two, and if any mistakes were made it was more the fault of the windward work of these two yachts may be gathered from the fact that in the twelve miles sailed from the outer mark to where the race was concluded the Columbia made twenty-five tacks and the Shamrock twenty-three.

HIGHLANDS, Oct. 5, 10:20 a. m.—The committee and stakeholder are on the lightship. The commodore's boat is plying out of Sandy Hook.

HIGHLANDS LIGHTSHIP, 10:33 a. m.—The Western Union cable boat, with committee, at 10:33 set signals for a course out southeast by east.

HIGHLANDS OF NAVESINK, 10:32 a. m.—A tug to set the mark has just left the lightship, and is steaming straight out to sea in a southeasterly direction. The wind at the lightship has apparently shifted northwest. The boats will go off to windward fifteen miles.

The yachts are within a short distance of each other and quite close to the lightship.

10:50 a. m.—The preliminary whistle has been blown. The yachts are headed in the direction of the Jersey shore on the starboard tack. The Columbia is about a quarter of a mile to windward of the Shamrock. Both crews are preparing to get out spinnakers, as the boats will run off before the wind.

MACKAY-BENNETT CABLE BOAT, 11 a. m.—Both yachts set spinnakers at 11 a. m., and started for line.

WESTERN UNION CABLE BOAT, 11 a. m.—The starting gun has been fired.

HIGHLANDS, 11:02 a. m.—The yachts are sailing very slowly, being almost completely hidden in the haze, with the Shamrock apparently 100 yards ahead of the Columbia, a little to the starboard. From this point the Shamrock apparently crossed the line at 11:01:10; the Columbia at 11:01:45.

11:05.—The contestants are running off before the wind slowly. The Shamrock is still in the lead, but the Columbia is gaining slightly.

HIGHLANDS, 11:11 a. m.—The Shamrock is now about 400 yards ahead. The wind, as on Tuesday, is puffy. The Shamrock was benefited by one of these puffs.

11:19 a. m.—An apparently favorable puff of wind has set the Columbia upon the Shamrock's stern. The defender seems not more than 50 yards behind the challenger.

WESTERN UNION CABLE BOAT, 11:21 a. m.—The two yachts are apparently on even terms about three miles from the line.

MACKAY-BENNETT CABLE BOAT, 11:40.—The yachts are about three miles off, but can barely be seen in the haze. They appear to be on even terms, with about 10 ship's lengths of water between. Wind light and apparently falling.

LONG BRANCH, 12:14 p. m.—The Shamrock is apparently in the lead.

LONG BRANCH, 12:20 p. m.—The Weather Bureau reports the wind veering to the southwest with a velocity of ten miles an hour.

LONG BEACH, 12:47 p. m.—The entire fleet has passed east of this place. The yachts are dimly discernible from here, but it is impossible to say which is in the lead.

MACKAY-BENNETT CABLE BOAT, 12:55 a. m.—The yachts are standing on the course for the first leg southeast by south with wind over starboard quarter. Breeze unsteady and hardly strong enough to keep the Shamrock's big balloon jib full. The Columbia is not pulling steadily. The excursion boats are behaving well and warnings are unnecessary.

ASSOCIATED PRESS DISPATCH BOAT SERVICE, Mackay-Bennett Cable Steamer, 1:15 p. m.—When the Associated Press dispatch boat left the race at 12:20 p. m., the Columbia was seven-eighths of a mile ahead.

LONG BRANCH, 12:55 p. m.—From 12:20 to 12:50 the Columbia increased her lead on the Shamrock from half a mile to nearly a mile.

MACKAY-BENNETT CABLE BOAT, 1:27 p. m.—Both yachts have covered ten miles of course.

MACKAY-BENNETT CABLE BOAT, 1:45 p. m.—The two boats are just in sight. There is a wide distance between them. It is very hazy with little wind.

LONG BRANCH, 1:48 p. m.—Both yachts can be dimly made out to the southeast, seemingly headed westward. They have their balloon jib topsails, mainsails and club topsails set. It cannot be made out in the haze whether they have their spinnakers set or not. The wind is very light.

1:55 p. m.—Both yachts can be indistinctly seen. They are practically becalmed.

SANDY HOOK LIGHT, 2 p. m.—The wind has changed to southeast and has braked up a bit.

LONG BEACH, 2:30 p. m.—The Columbia has just swung around and is heading southwest. Her balloon jib topsail is flapping idly.

MACKAY-BENNETT CABLE BOAT, 2:25 p. m.—The steam yacht Adelaide reports that the yachts have covered two-thirds of the course. The Columbia is one mile ahead.

LONG BEACH, 2:30 p. m.—Both boats now seem to be heading east on the starboard tack near to each other. They are both carrying balloon jib topsails, mainsails and club topsails. The boats can hardly be seen.

FAR ROCKAWAY, 2:34 p. m.—A United States life-saving telephone report from Point Lookout says the yachts have not turned the stakeboat. Point Lookout is five miles from Long Beach.

LONG BEACH, 2:35 p. m.—Both yachts are now heading eastward on the starboard tack. They caught a light breeze southward. The yachts don't seem from here to be more than 100 yards apart.

SANDY HOOK, 2:50 p. m.—It looks from here as if the two yachts have yet a long stretch to the turning buoy.

HIGHLANDS, 2:57 p. m.—The fog has just lifted. It seems as though the two yachts were running to the lightship before the wind and close together. Impossible to say which is ahead.

3 p. m.—The leading boat now appears to be a quarter of a mile ahead. They will seemingly have no difficulty in finishing within the time limit.

3:01 p. m.—It is impossible to distinguish distinctly the boats. The stern boat looks like the Shamrock, and if it is, the Columbia is leading by about a quarter of a mile. If the wind holds out the American boat appears to look a winner.

3:03 p. m.—The two boats have sailed apparently more than half way to the finish and look to be about seven miles from the lightship. The excursion fleet is keeping well off, giving them a good chance. They are running under spinnakers, the Columbia having hers set to port. The Shamrock's cannot be so well distinguished, but appears to be set to starboard.

3:06 p. m.—The stern yacht, which appears to be the Shamrock, has at last caught a favorable puff of wind and is somewhat overhauling the leader. The race is a very close one at this time.

3:07 p. m.—The leader, which appears to be the Columbia, has taken in her spinnaker and both are running now with booms to starboard and balloon jibs set.

3:12 p. m.—Both boats have broken out spinnakers to port. The rear boat, evidently the Shamrock, seems to have gained a trifle. The race is very close.

3:13 p. m.—The two racers are about six miles from the finish.

3:15 p. m.—While it is impossible to seem certain that the leading yacht is the Columbia.

3:16 p. m.—The stern boat has the larger spread of sail, which would seem to indicate that she is the Shamrock.

MACKAY-BENNETT CABLE BOAT, 3 p. m.—The two yachts are between four and five miles from the stakeboat on the first leg, and the Columbia has apparently the best steering way, while only about 400 yards in the lead. The wind does not fill the sails and is light and irregular, with a glassy sea. The Shamrock has apparently had the best luck for the past hour.

HIGHLANDS, 3:17 p. m.—During the last five minutes the stern boat has pulled up on the leader and from this point appears to be only a short distance behind. It looks to be a very exciting finish.

3:21 p. m.—The leading yacht, which appears to be the Columbia, has taken in her spinnaker, and catching a favorable shift of wind, is fairly out-footing her rival.

There is apparently a difference of about half a mile between the two boats.

SANDY HOOK, 3:25 p. m.—The steam yacht Columbia has passed here and announced no race. Several yachts of the New York Yacht Club are also passing here inward bound and say no race.

AT ST. ANDREW'S.

Two More Impressive Weddings Yesterday.

St. Andrew's Cathedral was the scene yesterday morning of two weddings within an hour of each other. The first was at 11 o'clock when Mr. William Pullar, manager of the Honolulu Sugar Co., Hawaii, and Miss Helen Mitchell who arrived that morning on the Mariposa from Scotland, were made man and wife. The ceremony was performed by Rev. Alex. Mackintosh.

The bride was given away by her brother Alex. Mitchell and J. H. Mackenzie was best man. Wray Taylor presided at the organ and rendered appropriate music. Miss Mitchell was a guest at the Mackintosh family residence from the time of her arrival on the Mariposa until she was married.

At high noon Mr. Emmett Newton May and Miss Rose Roth stood together in the nave of the Cathedral while the Rev. Alex. Mackintosh pronounced the solemn words which bound them together for life. The chancel was most beautifully decorated with flowers and potted plants the prevailing colors being green and white. Sharp at the time stated above the bridal party appeared at the church and marched up the centre aisle while the choir of the Second Congregation, of which the bride was once a member, sang the hymn, "How welcome was the call." The bridegroom's brother, M. L. May, was best man and the bride's sister, Miss Lucy Roth, bridesmaid. Messrs. R. W. Shingle and Lewis Gear were the ushers. During the ceremony Wray Taylor played very softly on the organ a wedding song by Schultze and Schubert's Serenade, modulating into a wedding march which is always used at the marriage of any of the choir members. Part of it is sung by the choir and is very effective. A large number of invited guests were present at the ceremony. Mr. and Mrs. May will spend their honeymoon at Waialua. Both parties are extremely popular in society circles.

Read the Daily Advertiser.

ADMIRAL DEWEY

Given the Sword Voted by Congress.

President McKinley Makes the Presentation Under the Dome of the Capitol—Dinner Afterwards.

WASHINGTON, Oct. 3.—The culmination of Admiral Dewey's triumphal home-coming was reached today in the shadow of the dome of the National Capitol. Here he received from the hands of the President the magnificent jeweled sword voted by Congress in commemoration of the victory of Manila bay. This was the official reason for the ceremony. But more official sanction could never have been thrown into the demonstration the fervor of enthusiasm that was meted out to the Admiral as he appeared before the vast audience, composed not only of all of the highest officials in the land, but of spectators drawn from every quarter of the United States. The battle of Manila bay was not forgotten, but it might be said to have been relegated almost to second place in the desire to do honor to the man who had proved himself as great a victor as before it, and who had shown in the long and trying months that followed his triumph the qualities of a statesman and a wise administrator as well as those of one fighting leader of a victorious fleet.

And enhancing these qualities was that of many modesty, seen in the quiet dignity with which he met the occasion. This trait of Dewey's character was in evidence from the moment he reached the stand side by side with the President. He paused at this point for a moment, unwilling apparently to take the place that had been prepared for him on the right of the platform, lest he should appear to usurp the place of the Chief Magistrate. President McKinley grasped the situation in an instant and, taking his great seat captain by the arm, placed him by gentle force in that chair that had been intended for him. Later in the day, as the carriages bearing the official party drove away from the Capitol between walls of cheering people, the President again displayed his tact by remaining covered and ignoring the demonstration himself, leaving its acknowledgment to the Admiral.

For Dewey it was a trying as well as a triumphal day. It had been given to few officers in the naval history of the country to sit before a crowd of thousands while the chief of the naval establishment dined on their exploits. And then to stand before the same crowd to receive at the hands of the President a sword prepared for him at the behest of the representatives of the whole people. The strain upon Admiral Dewey reached almost to the breaking point. None but those nearest to him could see how he labored to repress his feelings during the address of Secretary Long, but when he arose to receive the sword from the hands of the President, no one could mistake the flash of the white gloved hand as it rose to dash away the tears before the Admiral came to the rigid attitude of attention before his chief.

When it came Dewey's turn to reply, his voice failed him and he made the effort twice before his lips would respond. When he did succeed his tones were clear and steady, but so low that only those nearest him could hear. There was an exquisite comedy following the trying formalities, though it escaped all but those directly on the stand. As the Admiral closed and took his seat he turned to the President and in a tone of appeal inquired: "Now, really don't you think I did pretty well for an amateur?"

One of the most remarkable features of the eventful day was the ovation to Rear-Admiral Schley on the return of the party from the Capitol to the White House. His carriage was several numbers behind that of the President and Admiral Dewey, and received an ovation that scarcely ranked below that accorded to the Admiral himself.

PRESIDENTIAL DINNER.

WASHINGTON, Oct. 3.—President McKinley, in honor of Admiral Dewey, tonight gave the largest dinner party in the history of White House social functions. Covers were laid for over eighty persons. The guests included the Cabinet, the Governors of nine states, Justices of the Supreme Court, some of the members of both houses of Congress, Army and Navy officials and others. It was a brilliant affair.

The guests passed into the East room, whence they proceeded to the White House corridor, which served tonight as the state dining-room, the usual room being too small for the purpose.

The guests, besides the President and Admiral Dewey, included all the members of the Cabinet and their first assistants; Messrs. Alger, Gary and Bliss;

Just a Cough

This is its story:
At first, a slight cough.
At last, a hemorrhage.
At first, easy to cure.
At last, extremely difficult.

Ayer's Cherry Pectoral

quickly conquers your hacking cough. There is no doubt about the cure now.

For over half a century Ayer's Cherry Pectoral has been curing colds and coughs and preventing consumption.

Put up in large and small bottles.

A cure is hastened by placing over the chest one of

Dr. Ayer's

Cherry Pectoral Plasters.

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former members of the Cabinet; Justices Harlan, Gray, Brown and White; eighteen United States Senators, four members of the House of Representatives, the Governors of Vermont, Massachusetts, New York, Maryland, Virginia, Maine, New Hampshire, West Virginia and Michigan; and the following: General Miles, General Merritt, General Corbin, Surgeon-General Sternberg, Colonel T. A. Bingham, Rear Admiral Sampson, Rear Admiral Schley, Rear Admiral Sigsbee, Rear Admiral Crowninshield, Captain Lamberton, Captain Mahan, Flag Lieutenant Brumby, Flag Secretary Caldwell, Senator Platt, Senator Depew, Hilary A. Herbert, General Nathan Goss, President J. G. Schurman, President Seth Low, Provost C. C. Harrison of Philadelphia, Commissioner Eight, Commissioner Ross, Commissioner Beach, Charles Dewey, George D. Dewey of New York, Colonel M. T. Herlick, Chairman William Henderson Moses.

LOCAL BREVITIES.

Sugar 4 1-16; weak and nominal. Passengers by the Mauna Loa report considerable smoke issuing from the volcano.

The tramways fight appears to have commenced somewhat differently than was expected.

Officers off the army transports passing through here are being entertained nightly at the Officers' Club.

John J. Egan returned by the Mariposa yesterday after a tour of the States, combining pleasure with business.

Professor A. Marques left by the Mariposa yesterday for Sydney, where he will take charge of the Theosophical Society there.

Miss Morgan, who has been engaged as instructor in cooking by the Housekeepers' League, arrived by the Mariposa yesterday.

J. C. Cohen was fined \$500 in the Police Court yesterday, having been found guilty of evading customs duties on coffee imported here some time ago. Notice of appeal was filed.

The sale of delinquent stock of the Kamalo sugar plantation took place yesterday at noon. Nearly 7,000 shares were disposed of at prices ranging from 20 to 55 cents per share, most of it being bid in by the company.

A big catalogue giving the Chicago wholesale prices on everything in the line of groceries, drugs, dry goods, clothing, furniture, musical instruments, crockery, furnishings goods, bicycles, etc., will be mailed free to those cutting out the advertisement published elsewhere in this issue and enclosing with it 15 cents in United States stamps to Sears, Roebuck & Co., Chicago, Ill.

Pacific Mail Steamship Co. Occidental & Oriental Steamship Co. AND Toyo Kisen Kaisha.

Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned:

FOR JAPAN AND CHINA:

AMERICA MARU OCT. 13
CITY OF PEKING OCT. 21
GAELIC OCT. 31
HONGKONG MARU NOV. 8

FOR SAN FRANCISCO:

HONGKONG MARU OCT. 14
CHINA OCT. 24
DORIC OCT. 31
NIPPON MARU NOV. 10
RIO DE JANEIRO NOV. 17

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TIME TABLE

S. S. KINAU,

FREEMAN, Master.

MOLOKAI, MAUI, HAWAII. NOTICE—CHANGE IN SAILING OF STEAMER KINAU.

Commencing on or about October 2nd, next, the steamer Kinau will sail for Kaunakakai, Lahaina, Maunaloa, Bay, Kihel, Makana, Kawaihae, Mahukona, Laupahoehoe and Hilo, as follows:

Leaving Honolulu at 1 p. m. on Mondays, Fridays and Wednesdays, arriving at Hilo the following afternoons.

Leaving Hilo at 2 p. m. on Wednesdays, Mondays and Fridays, arriving at Honolulu the following evening.

Freight will be received at Honolulu at the Kinau wharf on the day previous to sailing and on sailing days up to 12 m. for Makana, Kawaihae, Hilo, Papaikou, Pepeekeo and Honoum.

Freights for Lahaina, Kihel and Mahukona and from Kawaihae and Maunaloa will be taken by the steamer Kilauea Hou, sailing from Honolulu on Mondays at 5 p. m. The Kinau will not take freight for ports other than those indicated above.

S. S. CLAUDINE,

CAMPION, Master.

MAUI.

Will leave Honolulu every Tuesday at 5 p. m., touching at Lahaina, Mahulu, Nahuiku, Hana, Hamoa and Kilauea, Maui. Returning, touches at above named ports, arriving at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

S. S. LEHUA,

BENNETT, Master.

MOLOKAI, MAUI, LANAI.

Sails every Monday for Kaunakakai, Kamalo, Maunaloa, Kilauea, Lahaina, Honolulu, Olowalu. Returning, arrives at Honolulu Saturday mornings.

This company reserves the right to make changes in the time of departure and arrival of its steamers WITHOUT NOTICE, and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their Freight; this Company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk.

This Company will not be responsible for Money or Valuables of passengers unless placed in the care of Purser. Passengers are requested to purchase tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, nor injury to, nor delay in, the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the pursers of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

C. L. WIGHT,

President.

S. B. ROSE,

Secretary.

CAPT. T. K. CLARKE,

Port Sup't.

Bath Tubs, Lavatories, Water Closets, Sinks, Hot Water Tanks, Radiators, Tile and General Supplies.

Write for our estimate on anything you need. We buy all our material at wholesale, "Rockbottom" prices, and our prices are one-half of others. Write for free Catalogue No. 12 on all kinds of merchandise.

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First Authentic Account
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and Discipline in Time of Dar-
ger Was Fully Sustained.

The United States transport Morgan City has been wrecked on the shores of the Inland Sea at a spot some ten miles distant from the town of Onomichi, which is equidistant between the well-known Japanese ports of Yokohama and Nagasaki. A disaster which might have been a dramatic tragedy of the war, the loss of the ship, owing to favorable circumstances, has been unattended with any serious loss of life or scene of panic such as often-times accompanies the sinking of a great ocean vessel crowded, as was the Morgan City, literally to the coamings of the hatches with human beings. The manner in which the disaster has been saved from leaving the slightest stigma on the name of American soldiers looking death in the face is quite level with the reputation they have achieved and retained throughout their nation's present war troubles.

The Morgan City left San Francisco on August 10, carrying 900 officers and men of the United States regular army with 62 of a crew. The regiments represented in this large augmentation of the army in the Philippines are the Third, Fourth, Fourteenth, Eighteenth, Twenty-first, Twenty-third, Twenty-fifth, Fourth Cavalry and one company of the signal corps. Major Wittich is in command of the troops. First Lieutenant Casler is the managing commander of the ship, and Captain Doris is in full command. Arriving at Kobe on Friday evening, direct from San Francisco, the Morgan City lay an hour there before proceeding on her voyage. Her course was through the Inland Sea to reach Nagasaki, where she was due to ship coal and water. A pilot was taken from Kobe, and it is stated in explanation of what befell the vessel that the pilot had been on duty without sleep for thirty-six hours on and previous to taking charge of the Morgan City.

The night 'twixt Friday and Saturday proved dull, foggy and rainy as midnight passed. The difficulties in the navigation of the Inland Sea were, however, safely passed for some hundred or so miles of the way. The ship's striking occurred at about 3:40 on Saturday morning, when, as stated, the transport was within eight or ten miles of being abreast of Onomichi. The signal of her danger was conveyed to the guard on duty by the sounding of the "slow" and "full speed astern" gongs. As it afterwards appeared, the ship was discovered to be working for the point of an island, on striking which, according to the calculation of the pilot, so it is stated, she would have ripped open her side and sunk at once in deep water, with what result to the vast ship's company can easily be imagined. It was seen that it was impossible to clear the point, so the helm was put up hard a-port and as speedily as it might. The effect of porting the helm, it was seen, would be the ripping open of the vessel's side as described. The course decided on to save this catastrophe was that of keeping the ship's head straight on to the land with the order previously given of course for full speed astern. The transport took the land with a heavy jar which awoke everybody on board and indicated that her speed must have been but about half reduced from the time the order for full speed astern was given. The grounding brought the troops on deck at once, but from all accounts there was neither confusion nor panic, nor even great alarm, from the time the ship first struck to the time when the shipwrecked men bivouacked under shreds of her canvas on the beach. The officers were around directing their men simply to obey orders, there being no immediate danger or call for excitement. These orders were taken in the spirit in which they were given and were generally observed. The land was easily seen from the ship's deck, the vessel being, in fact, to all appearance right on top of the rocks lining the shore of the island.

An examination forward with the view of determining the state of the vessel was the first step. It was found that she was not making water, and it was decided to attempt to get her back to deep water again. The engines were set to full speed astern and to aid this movement the troops were shifted from port to starboard and starboard to port alternately several times, so that the swing thus induced in the hull of the ship might assist in working her off her position on the rocks. This was finally accomplished in about an hour's time, and the big transport with her great human freight came smoothly into deep water again. The case proved the worse for the shift, however. It was speedily discovered that she now made water forward at a great rate, the shifting of the hull from its previous elevation having apparently left open a rip in her plates. So quickly was she now filling, in fact, that in only a short time nine feet of water was reported forward. It was evident to the officers that the vessel must go down at very short notice, and the decision was taken to head her straight for the sandy beach on the starboard side—several miles across the intervening channel. All the way to this beach the ship was drawing down lower into the water. She lowered so quickly indeed that she was soon flooded forward, and in a short time her stoke hold and engine room were flooded, the fires being therefore drowned out. At the same time the water got among the bunker coals on one side, the result being that the vessel was just on her last inches above water as she reached the sand. Still, during this time there was no undue commotion or confusion, the previous cool order and discipline prevailing to the end. The vessel got

upon the sand and left sufficient freeboard to ensure present safety for those on board. Meantime, while way was being made toward the shore, the boats had been got out, signals of distress shown, and a crowd of Japanese boats brought along. By the time the transport was on the land a second time it was daylight and the landing of the men, which was at once commenced, was got into operation under the most favorable conditions. The crowds of native boats which had come along to offer assistance were utilized along with the ship's own boats. The whole ship's company numbering close on a thousand in all were on shore in a few hours. In the next few hours the ship went heavily to one side. This, however, did not prevent the removal of a large quantity of stores, detachments of the men being detailed off to bring these ashore. It was in connection with this salvage work that the only casualty which has occurred in the loss of the ship took place. Toward 3 o'clock in the afternoon, when a number of the men were in the between decks and elsewhere throughout the vessel she suddenly began to slip into deep water. The men had barely time to save themselves before the hull was completely submerged. As she then lay the transport showed above water only a small part of her bow, the upper section of the masts and of her funnel. This ended the matter so far as the ship was concerned. The men on shore were receiving the best of treatment from the Japanese, and as they were able to utilize the ship's canvas for shelter and the ship's stores, so far as saved, for food, they made out, on the whole, very well. It remains to mention that the Yoshino Kan, flagship of the Japanese squadron, offered any assistance desired in the way of medical aid, while the petty officers of the ship made up a present of tobacco for each of the petty officers and soldiers of the troops on board the Morgan City. Regarding the supposed casualty the facts are that on the roll being called when matters were in some sort arranged on shore it was found that one man was missing. It is supposed that he had gone down with the ship when she finally sank.

In addition to the other manifestations of interest and sympathy it ought to be mentioned that the Japanese Red Cross Society sent along a supply of eggs sufficient to put three round to every man. Further supplies of tobacco were forthcoming and the police made such arrangements as prevented any interference or undue crowding by the people, who came to the scene in great crowds.

KAILUA HELPED

To Celebrate the Hack-
feld Anniversary.

Kona People Entertained at a Ban-
quet—Those Present and What
They Said and Did.

The H. Hackfeld & Co. fiftieth anniversary was not omitted at Kailua, Kona, where the company has a large and flourishing wholesale establishment. The hosts and representatives of the firm, Messrs. Castendyk, Humburg and Hall, did themselves great honor in the beautiful decorations and bounteous repast which was served on the cool and breezy lanai of the store. The gentlemen in charge drew upon the resources of Kona, and the tables groaned with good things. An excellent Hawaiian orchestra discoursed exhilarating music and singing. This, with impromptu speech making, songs and toasts, made the time fly quickly into the "wee wee" hours. Among the toasts responded to were: "Our Hosts H. Hackfeld & Co.," responded to by J. C. Lenhardt and J. Kaelemakule, the latter being in the employ of the Hackfelds forty-five years ago, when only eight men were employed by the firm; the reminiscences were very much enjoyed by the company present; "The Ladies, God Bless Them," and "The Business Interests of Kona" were not forgotten in the eloquence which flowed from the guests present.

A large number of gentlemen were invited from North and South Kona, but many were detained on account of sickness or the court at Kohala. Among the guests present who enjoyed the hospitality of H. Hackfeld & Co. were: John A. Maguire, J. C. Lenhardt, F. W. Bartels, W. D. McWayne, Ed. Patton, J. Cooper, M. F. Scott, L. S. Aungst, H. Willgeroth, W. J. Kane, H. Greenwell, R. Wallace, C. K. Towt, Dr. Achery, S. C. Beddell, Alex. Lindsay, John Kaelemakule, Thos. Ali, John Greig, F. Bucholtz, A. Humburg, C. B. Hall, Chr. Castendyk. All present expressed the wish that "Our Hosts" shall continue to prosper and celebrate the hundredth anniversary and that all guests present may join in the centennial of H. Hackfeld & Co. in Hawaii Nei.

A GUEST.

A FAIR PROPOSITION.

"Are you able to support my daughter?" asked the old gentleman. "You know, she has pretty expensive tastes, and I don't mind saying that the burden has been pretty hard for me at times."

"That's just the point," exclaimed the prospective benedict. "If I marry her we can divide the expense."—Chicago Post.

WHY EXPERIMENT ON YOURSELF. With remedies of doubtful utility, when you can get Chamberlain's Cough Remedy, which has stood the test of time? Twenty-five years' sale and use have proven that remedy to be a prompt and certain cure for colds. It will cure a cold in a day if taken as soon as the cold has been contracted and before it has settled in the system. Sold by all druggists. Benson, Smith & Co., Ltd., agents for H. I.

INSULT TO JAPAN

Queensland's Exclusion
of Her Laborers

Protest to the United States Against
Enforcement of Coast Trade
Prohibition Law.

The following items of interest are taken from Japanese exchanges received on the Gaelic:

The Japanese residing on Thursday Island have formed an association for the purpose of protesting against the action of the Queensland Government in interdicting the immigration of Oriental laborers. The association has forwarded a strongly worded representation to the Foreign Office in Tokyo, insisting that the step taken by Queensland is an insult to Japan, and that negotiations should be immediately opened with the British Government on the subject.

At the provisional general council of the Tokyo Chamber of Commerce on the 5th inst., it was decided that the United States Government should be asked not to extend the Coast Trade Prohibition Law to Hawaii and the Philippines. An amendment by Mr. Suenoku that the American Government be asked not to follow a protective policy vis-a-vis the Far East, was lost. It was decided that Mr. Shiraishi should be dispatched from San Francisco to Philadelphia as the representative of the chamber, and a committee was appointed to consider the question of the continuance of State aid to the Yusen Kaisha.

From Kamada in Echigo comes a report that a kerosene spring of great power and volume has been tapped by a boring made at the works of the Zowu Sekiyu Kaisha. Using a newly imported machine, the boring had been carried to a depth of 309 feet on the 29th ultimo, when suddenly a jet of oil spouted to a height of 35 feet. On the 31st the boring having been continued to 318 feet, there was another and still more violent outburst, and since that time the well has spouted regularly once an hour to a height of 60 feet.

A new emigration company under the name of the Pacific Emigration Company (Taiheyo Imin Kaisha) has been organized at Kobe and its inauguration was celebrated in the Otowa Kadan, Hyogo, on the evening of the 6th inst. The principal field of the working of the new company is said to be British Canada, Peru, Brazil and the South Sea Islands.

It is well known that a considerable quantity of oranges is yearly sent out from Kishu and Senshu to other parts of the Empire. According to the Osaka Asahi, last year 220,000 boxes from Kishu and 120,000 boxes from Senshu were sent by rail to the northeastern provinces. It is reported that the crop this year in the two orange-growing districts is exceptionally good, and the quantity exported from the two districts will amount to 280,000 and 170,000 boxes respectively.

Mr. Otani, the chairman of the Yokohama Chamber of Commerce (Japanese), who proceeded to America recently to be present at the International Commercial Conference to be held at Philadelphia, will recommend that the Trans-Pacific telegraph cable should be completed without delay. A memorial to this effect has been already sent by mail.

THE WORD

Of a Honolulu Citizen About
Doan's Backache Kidney Pills.

Can this be so? Is it true? These are the questions which every man and woman in Honolulu suffering the torture of kidney disease asks as they read the published accounts in newspapers about medicines which claim to cure it. Whatever the conclusion arrived at, touching the truth of these cures, they can't doubt the following for it took place in Honolulu and the experiences are those of a representative citizen:

Mr. Cyrus S. Edison of Kapoliolu Park, this city, says:—"I am at present a teamster and came to the Islands 15 years ago. Previous to that I drove a stage coach in the United States. These occupations, necessitating my being out at all seasons, were no doubt the cause of my kidney disorder. I had the ordinary symptoms of this complaint, and resorted to a host of things to cure it. All of them failed to do so, however, and when I had almost given up hope I heard about Doan's Backache Kidney Pills and got some at the Hollister Drug Co.'s store. They did indeed relieve me and I am quite satisfied with the benefit they have been to me."

Doan's Backache Kidney Pills are for sale by all dealers, price 50 cents per box (six boxes for \$2.50). Mailed by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

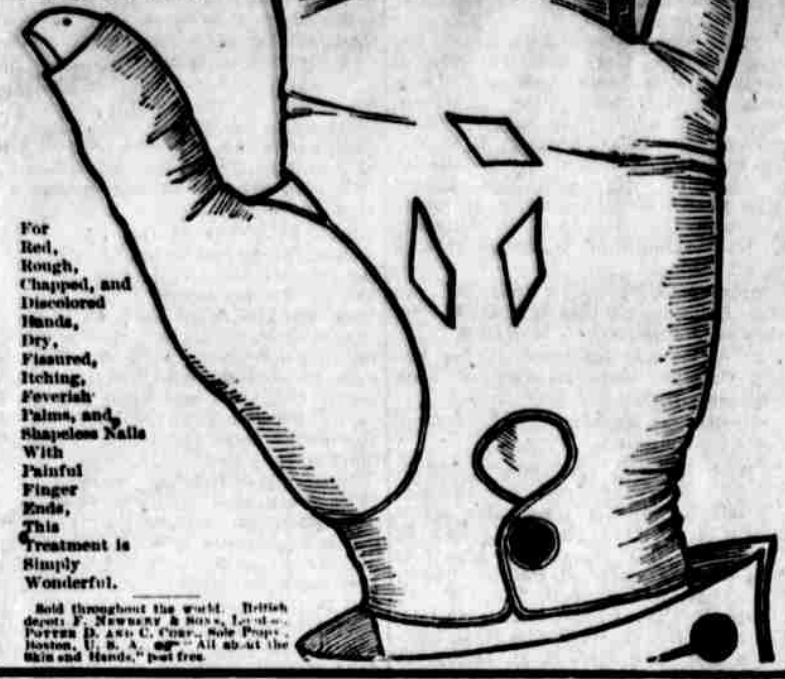
Seamen's Club.

The manager of the Seamen's club desires to return thanks for donations of reading matter, etc., as under: C. Hustace, Jr., appropriate pictures; Consul General Hoare, foreign newspapers; Honolulu Library, foreign papers; Prof. Berger German newspapers; Wall, Nichols Co., periodicals, magazines, etc.; Honolulu Daily Press offices, local newspapers.

It is said that the big cattle-range proprietors on Hawaii are to combine on the same general basis as the local combination.

SOFT WHITE HANDS IN A SINGLE NIGHT

Bathe and cook the hands on
retiring in a strong, hot, creamy
lather of CUTICURA SOAP.
Dry them thoroughly, anoint
freely with CUTICURA, great-
est of emollients and skin cures.
Wear, during the night, old,
loose gloves, with the finger
ends cut off and air holes cut in
palm (see illustration).



For Red,
Rough,
Chapped, and
Discolored
Hands,
Dry,
Fleeced,
Itching,
Feverish
Palms, and
Shapless Nails
With
Painful
Finger
Ends,
This
Treatment is
Simply
Wonderful.

California Fertilizer Works

Office: 527 Merchant St., San Francisco, Cal.
Factories: South San Francisco and Berkeley, Cal.

J. E. MILLER, MANAGER.

MANUFACTURERS OF PURE BONE FERTILIZERS
AND PURE BONE MEAL.

DEALERS IN.....

Fertilizer Materials!

OF EVERY DESCRIPTION.

Have constantly on hand the following goods adapted to the Island trade:

HIGH GRADE CANE MANURE, FERTILIZERS,
NITRATE OF SODA, SULPHATE OF AMMONIA,
HIGH GRADE SULPHATE OF POTASH,
FISH GUANO, WOOL DUST, ETC.

Special Manures Manufactured to Order.
The manures manufactured by the CALIFORNIA FERTILIZER WORKS are made entirely from clean bone treated with acid, Dry Blood and Fish, Potash and Magnesia Salts. No adulteration of any kind is used, and every ton is sold under a guaranteed analysis. One ton or one thousand tons are almost exactly alike, and for excellent mechanical condition and high analysis have no superior in the market. The superiority of Pure Bone over any other Phosphatic Material for Fertilizer use is so well known that it needs no explanation. The large and constantly increasing demand for the Fertilizers manufactured by the CALIFORNIA FERTILIZER WORKS is the best possible proof of their superior quality.

C. Brewer & Co., Ltd.

HONOLULU AGENTS CALIFORNIA FERTILIZER WORKS

Ship Chandlery.

Do You Ever Need Any?

We have all sizes of Manila Rope up to 6 1/2 in. Sisal Rope to 2 in. Wire Ropes to 4 in. Seizing Wire, Marlin, Spun yarn, Houseline, Hambroline, Ratline, and lots of other Lines even to Cod Line and Lead Lines.

All sorts of galvanized ship and boat hardware such as Cleats, Chocks, Bowlocks, Turnbuckles, Shackles, Ringbolts, Eyebolts, Chains and Anchors, Lead for keels and Trucks for mast heads and about everything that is needed between these two points CAN BE FOUND AT

E. O. HALL & SON, Ltd.

G. N. WILCOX, President. J. F. HACKFELD, Vice President.
E. HUBB, Secretary and Treasurer. T. MAY, Auditor.

Pacific Guano and Fertilizer Co.

POST OFFICE BOX 444—MUTUAL TELEPHONE 467

We Are Prepared to Fill All Orders for

Artificial Fertilizers.

ALSO, CONSTANTLY ON HAND:—
PACIFIC GUANO, POTASH, SULPHATE OF AMMONIA,
NITRATE OF SODA, CALCIUM FERTILIZER,
SALTS, ETC., ETC., ETC.

Special attention given to analysis of soils by our agricultural chemist. All goods are GUARANTEED in every respect. For further particulars apply to

DR. W. AYERMAN, Manager. Pacific Guano and Fertilizer Company.

Daily Advertiser, 75 cents a Month

INSURANCE.

Theo. H. Davies & Co.
(Limited.)

AGENTS FOR FIRE, LIFE AND
MARINE INSURANCE.

Northern Assurance Company,
OF LONDON, FOR FIRE AND
LIFE. Established 1833.
Accumulated Funds \$3,975,000.

British and Foreign Marine Ins. Co.
OF LIVERPOOL, FOR MARINE.
Capital £1,000,000.

Reduction of Rates.
Immediate Payment of Claims.

THEO. H. DAVIES & CO., LTD.
AGENTS

J. S. WALKER,
General Agent Hawn. Isl.

Royal Insurance Company.

ALLIANCE INSURANCE CO.;
ALLIANCE MARINE AND GENER-
AL INSURANCE CO.;
WILHELM OF MAGDEBURG IN-
SURANCE CO.;
SUN LIFE INSURANCE COMPANY
OF CANADA.
SCOTTISH UNION AND NATIONAL
UNION.

Room 12, Spreckels Block.

Hamburg-Bremen Fire Insurance Co

The undersigned having been ap-
pointed agents of the above company
are prepared to insure risks against
fire on Stone and Brick Buildings and
on Merchandise stored therein on the
most favorable terms. For particulars
apply at the office of
F. A. SCHAEFER & CO., Agts.

German Lloyd Marine Insur'ce Co.
OF BERLIN.

Fortuna General Insurance Co.
OF BERLIN.

The above Insurance Companies
have established a general agency here,
and the undersigned, general agents,
are authorized to take risks against
the dangers of the sea at the most reason-
able rates and on the most favor-
able terms.
F. A. SCHAEFER & CO.,
General Agents.

General Insurance Co. for Sea,
River and Land Transport,
of Dresden.

Having established an agency at
Honolulu and the Hawaiian Islands,
the undersigned general agents are au-
thorized to take risks against the dan-
gers of the sea at the most reasonable
rates and on the most favorable terms.
F. A. SCHAEFER & CO.,
Agents for the Hawaiian Islands.

TRANS-ATLANTIC FIRE INS. CO.
OF HAMBURG.

Capital of the Company
and reserve, reinsurance 6,000,000
Capital their reinsurance
companies 101,650,000
Total reinsurance 107,650,000

North German Fire Insurance Co.
OF HAMBURG.

Capital of the Company
and reserve, reinsurance 8,800,000
Capital their reinsurance
companies 35,000,000
Total reinsurance 43,800,000

The undersigned, general agents of
the above two companies, for the Ha-
waiian Islands, are prepared to insure
Buildings, Furniture, Merchandise and
Productions, Machinery, etc.; also Sugar
and Rice Mills, and Vessels in the har-
bor, against loss or damage by fire,
on the most favorable terms.
H. HACKFELD & CO., Limited.

North British & Mercantile Insurance Co

TOTAL FUNDS AT 31st DECEMBER, 1899.
£110,000,000.
1—Authorized Capital—£25,000,000 & £ d
Subscribed " " " 2,750,000
Paid up Capital—£27,750,000 0 0
2—Fire Funds—£2,750,000 0 0
3—Life and Annuity Funds—£10,000,000 0 0
£110,000,000 0 0
Revenue Fire Branch—£1,500,000 0 0
Revenue Life and Annuity
Branches—£1,415,242 18 8
£2,915,242 18 8
The Accumulated Funds of the Fire and Life
Departments are free from liability in respect
of each other.

ED. HOFFSCHLAGER & CO.
Agents for the Hawaiian Islands.



AT THE GAZETTE OFFICE.

SHIPPING INTELLIGENCE.

ARRIVED AT HONOLULU.

Tuesday, October 10.
 Stmr. Kinau, Freeman, from Hilo.
 Stmr. Mauna Loa, Simerson, from Kona and Lahaina, Oct. 10, 9:35 a.m. 150 bags sugar, 236 bags coffee, 31 head cattle, 33 hogs, 2 horses, 16 bds. hides, and 400 pgs. sundries.
 U. S. A. T. Charles Nelson, Anderson, 8 1/2 days from San Francisco with troops for Manila.
 Am. brig W. G. Irwin, Williams, 16 days from San Francisco: 600 tons mds. and 26 hd. stock to Wm. G. Irwin & Co.
 Am. schr. Jennie Wand, Olsen, 27 days from Seattle: lumber to Wilder & Co.

Wednesday, October 11.
 Stmr. Ke Au Hou, Mosher, from Nawiliwili, Oct. 10, 2 p.m. sundries.
 Stmr. James Makee, Tullett, from Kapa, Oct. 10, 3 p.m. sundries.
 Schr. Golden Gate, Pahl, 10 hrs. from Kaula.
 Stmr. Lehua, Dower, 8 1/2 hrs. from Molokai.
 Stmr. Mokoli, Sachs, 10 hrs. from Kaula.

Thursday, October 12.
 Stmr. Nihau, Gregory, from Eleale, Oct. 11, 244 bags taro, 4 pgs. sundries.
 Stmr. Waleale, Greene, from Kapa, Oct. 11, 200 bags rice, 14 bds. hides, 1 bdl. sheep skin, 8 pgs. sundries.
 Am. stmr. Mariposa, Haywood, from San Francisco, Oct. 6: Passengers and merchandise.

U. S. A. T. Rio de Janeiro, Ward, from Portland, Ore., Oct. 2, with 26 officers and 684 men of the Thirty-fifth United States Volunteers.
 Jap. stmr. Toyo Maru, Tomita, from Japan with laborers.
 Stmr. Elihu Thomson, Whitney, from Seattle, with merchandise to H. Waterhouse & Co.

SAILED FROM HONOLULU.

Tuesday, October 10.
 Stmr. Kauai, Bruhn, Kanaapali and Lahaina.
 U. S. transport Sheridan, Pierce, Manila.
 Stmr. W. G. Hall, Thompson, Nawiliwili.
 Stmr. Mikahala, Thompson, Eleale.
 Stmr. Maui, Macdonald, Kahului.
 Stmr. Kilauea Hou, Mahukona.
 Schr. Ada, Moses, Hanalei.

Wednesday, October 11.
 Stmr. James Makee, Tullett, Kapa.
 Stmr. Helena, Parker, Papaioa.
 Stmr. Kinau, Freeman, Hilo.
 Am. schr. Winslow, Birkholm, Port Townsend.
 Am. bk. Annie Johnson, Nelson, San Francisco.

Thursday, October 12.
 Am. bk. S. G. Wilder, Jackson, San Francisco.
 Stmr. Kilauea, Thompson, Lahaina.
 Stmr. Ke Au Hou, Mosher, Makawili.
 Stmr. Mokoli, Sachs, Kamalo.
 Schr. Golden Gate, Pahl, Kihl.
 Stmr. Lehua, Dower, Kaula.
 Am. stmr. Mariposa, Haywood, Sydney.
 U. S. A. T. Glenogle, Jones, Manila.

ISLAND PORTS.

MAHUKONA—Sailed, Oct. 6, Brig. Consuelo, Page, for San Francisco, with 7,387 bags sugar, 899,977 lbs. value, \$36,595.20.
 HILO—Arrived, Oct. 4, Am. schr. Emma Claudina, Nielson, 32 days from Tacoma, 265,815 ft. lumber, to Hilo Mercantile Co.
 HILO—Arrived, Oct. 7, Am. schr. Allen A. V. Iverson, 344,141 ft. lumber and 2 donkey engines, to Hilo Mercantile Co. In port—Amy Turner, Emma Claudina, Allen A. Due—Bk. Roderick Dhu, schr. Nokomis.

MEMORANDA.

Per stmr. Mariposa, from San Francisco, Oct. 12—Left San Francisco October 6, 12:10 a. m.; arrived Honolulu October 12, 4:15 a. m.; time, 6 days, 6 hours, 35 minutes. Experienced smooth sea and fine weather all the way.
 Hackfeld & Co., Ltd., yesterday received a letter informing them that the America Maru will leave San Francisco on the 14th, and will arrive here on the afternoon of the 20th. As both the City of Peking and Rio have been taken off, this will be the next regular mail steamer from the Coast.

LATEST FREIGHTS AND CHARTERS.

Ottile Fjord, Am. schr., 247 tons—Lumber from Gray's Harbor to Honolulu, by American Mill Co.
 J. D. Spreckels, Am. bg., 253 tons—Pass and mds., San Francisco to Honolulu in Oceanic S. S. Co.'s line, by J. D. Spreckels & Bros. Co.
 St. Nicholas, Am. sh., 1,687 tons—Coal from Departure Bay to Honolulu.
 Fort George, Haw. sh., 1,619 tons—Pass and mds., San Francisco to Honolulu, in Planter's Line, by Welch & Co.

PORT TOWNSEND—Arrived, Oct. 1, bk. Empire, from Honolulu. Sailed, Oct. 1, schr. Nokomis, for Honolulu.
 TACOMA—Sailed, Oct. 2, schr. O. M. Kellogg, for Honolulu.

AUCKLAND—Sailed, Oct. 2, stmr. Moana, for Honolulu.
 NANAIMO—Arrived, Oct. 1, bk. C. D. Bryant, from San Francisco for Honolulu.

GRAY'S HARBOR—Sailed, Oct. 3, schr. Chas. R. Wilson, for Honolulu.
 YOKOHAMA—To sail, Oct. 3, stmr. Daini Yostak, for Honolulu.

SEATTLE—Sailed, Oct. 1, stmr. Elihu Thomson, for Honolulu.
 SAN FRANCISCO—Arrived, Oct. 2, sh. Fort George, from Honolulu; Oct. 3, stmr. Victoria, from Honolulu; Sailed, Oct. 2, bk. Irmgard, for Honolulu; bk. Noderick Dhu, for Hilo; Oct. 3, schr. Mary E. Foster, for Honolulu; Oct. 4, bk. Ruth, for Kahului.

The brig W. G. Irwin is in the stream, having arrived with general cargo and live stock last evening. Her popular Mate Smith is again on board, having fully recovered from his previous indisposition.

PASSENGERS.

Arrived.
 From Hawaii and Maui, per stmr. Kinau, Oct. 10.—H. P. Baldwin, Mrs. H. Morrison, Miss J. Leonor Center, L. Merle and wife, O. G. Traphagen, Master W. H. Mahukane, C. K. Hyde, Mrs. H. McMillan, P. Gibbs, A. Mitchell, W. H. Russell, E. Wilhelm, Rev. E. G. Silva Rev. J. M. Lygate and wife, E. W. Barnard, wife and child, A. A. Braymer, A. G. Correa, E. P. Doje, Palmer P. Woods, Mrs. Cottrell, C. H. B. Fowler, Will E. Fisher, Awana, wife and 4 children, C. C. McCall, E. Hughes H. P. King and 128 deck passengers.

From San Francisco, per brig W. G. Irwin, Oct. 10.—Mrs. A. R. Garey, A. R. Garey Jr., M. C. Garey, Miss F. M. Garey, Mr. and Mrs. A. R. Hancock, M. C. Hammond.

From Kona, Kau and Lahaina, per stmr. Mauna Loa, Oct. 10.—Mrs. J. Dowsett, Miss Dowsett, Miss A. Dowsett, Dr. McMillan, Miss McMillan, Miss J. Pickard, Miss Sunter, Mrs. Elenaka, Dr. H. A. Lindley, J. M. Chesney, E. O. White, Mr. Evans, W. G. Hall, Dr. Hayashi, Mrs. Kauka, Miss Beard, Miss Kennon, J. M. Lewis and wife, Mr. Dickens, J. S. Kennedy, G. H. McDonald, W. H. Cornwell and 98 on deck.

From Nawiliwili, per stmr. Ke Au Hou, Oct. 10.—Mr. and Mrs. R. T. Purvis and 2 children, H. Morrison.

From Kapa, per stmr. James Makee, Oct. 10.—John Bowler, 6 deck passengers.

For Kapa, per stmr. James Makee, Oct. 11.—Ng Fawn.

From Molokai, per stmr. Lehua, Oct. 11.—Geo. Robertson, Mr. Blackie.

From San Francisco, per stmr. Mariposa, Oct. 12.—For Honolulu—Mrs. F. C. Aldrich, J. E. Alexander, Miss M. Ash, W. O. Atwater, E. Bell, A. Black, Mrs. Thos. S. Campbell, Miss E. C. Campbell, Clay Clement and wife, J. E. Crew, Mrs. E. W. Davis, B. S. Denison and wife, Mrs. B. H. Dorcy, T. F. Dredge, O. Eastwood and wife, J. J. Egan, Miss B. Foltz, E. Halstead and wife, Jas. Hardy, T. J. Higgins, H. A. Isenberger, Jno. Kidwell, Miss Killeen, H. Longton, H. G. Lonsdale and wife, Mrs. W. H. Loomis, A. C. Lovekin, W. H. Lowden, Miss Lowden, Miss Agnes Smith, Mrs. T. H. Macdonald, Mrs. D. G. C. Mackay, Miss M. Marshall, Miss K. McIntyre, F. McQuarry, R. C. Medcraft, Miss H. T. Mitchell, Mrs. Frances Montrose, Miss A. B. Morgan, D. Mullen, O. Norfleet, E. E. Paxton, R. H. Pratt and wife, Arthur Renton, Miss Renton, T. B. Richards and wife, A. S. Riffle and wife, J. De Roca, J. F. Soper, W. J. Spottawood, Miss E. Thompson, H. M. Tibbey, E. J. Waterman, A. J. Watt, D. Wells, Chas. Willard and wife, J. E. Williams, Miss E. Hunter, J. Hunter, A. Hunter, Mrs. Arleigh, Miss Phoebe, Geo. A. Marshall, Miss Leesard, F. W. Tennant, T. Smith, Mrs. McLean and son, J. E. Felt, J. Luning, G. L. Samson, F. Perria Rose, M. C. Peterson Jr., J. M. Tucker, Mrs. Jno. Schulte, R. Menaugh, J. Link, G. Turner, W. Speller, H. S. Costin, H. Antousen, Chas. Tannies, Chas. Roth, Jas. Doyle, H. Sletterald, B. F. Owens, C. J. Ker, W. W. Fawcett, W. S. Brown, Mrs. D'Ameida and daughter, J. Rosenberg, A. R. Morrison, Mr. Isabel, Miss Isabel, For Auckland—W. S. Allen and wife, W. T. Murray, W. A. Sanderson and wife, W. H. Webster, For Sydney—H. P. Barry and wife, R. B. Beals, Sidney Clementson and wife, John Cooke, T. M. Fletcher, Miss K. K. Fraser, Montgomery Gibbs, W. L. Hendricks, J. Lester, T. L. Miller, M. Nathan, Otto Ringel, Duncan Rose, E. A. Sanford, Percival Sessions, wife and child, Mrs. A. F. Sheffer and infant, S. Smith, L. A. Strauss, Thompson, Campbell Vance, H. P. Wellman, Mrs. M. Kerr, H. Collam, F. Spence, M. J. Hewett, Miss Stutard, Miss Shanahan, J. Sheerlin and wife, B. Giovanna, Thos. Flynn, Miss Costgrove, C. McDonald, J. M. Kingsborough, W. J. Slattery, Jno. Slattery, W. Rutledge, Mrs. C. McGoldrick and child, Miss Ada Kingsley, H. Baxter.

Departed.
 For Kahului and way ports, per stmr. Maui, Oct. 10.—Kahului—Mrs. W. J. Lowrie, W. J. Lowrie Jr., Miss Davidson, Mr. Maddox, N. J. McLeod, Mr. Takahashi, Ah Young, L. W. Ma. Lahaina—Mrs. Taylor, Mrs. Dickenson, Mrs. E. Haneberg, Keanae—Mrs. Higgins, Kipahulu—Geo. Barker, Hana—D. H. Lewis, wife and child.

For Nawiliwili, per stmr. W. G. Hall, Oct. 10.—W. H. Rice, W. B. McLean, H. N. Crabbe, C. K. Chow, Y. Tanaka, J. Cowan, F. Carter, C. M. V. Forster, H. Frohlich and wife, Y. Akana, J. S. Alves, C. Wah, Kolohaloale, D. B. Macomche, J. Robinson, C. Ah Chong, A. Weil, J. M. Lygate.

For Makawili, per stmr. Mikahala, Oct. 10.—A. Cropp, J. Scott, J. Jorgenson, C. N. Sanden, J. A. Akina, J. R. Spencer Jr.

For Lahaina, Hilo and way ports, per stmr. Kinau, Oct. 11.—T. F. Sanborn, Rev. Mr. Van Deerlin, John Spencer, Rev. Uchiza Chizo, W. Fuller Alexander Mitchell, President Dole, Mrs. Winslow and White, P. Peck, R. Berg.

Booked.
 For San Francisco, per stmr. Moana, Oct. 13.—R. W. T. Purvis and wife, Mrs. E. A. Rowen, S. N. Fluschner wife and child, W. Mutch, Mrs. C. C. McCall and child, Mrs. Drake, W. F. Drake, C. Hedemann, Mrs. Grau, Mrs. Howland, E. L. Nino Eddie, A. Marques, E. W. Barnard and wife.

HONOLULU BREWERY.

Contract for a Four Story Building Will be Awarded Soon.

E. J. Waterman who has in hand the erection of the brewery here, returned from the Coast by the Mariposa yesterday morning to remain until the brewery is completed. In conversation Mr. Waterman said the building would be four stories high and the tallest in the city. The frontage on Queen street will be 105 feet and the whole structure built upon the latest and most approved plans. The building will be fireproof, being constructed of brick and steel and surrounded by an iron tank 22x14 and 10 feet high with a total capacity of 40,000 gallons. The contract will shortly be awarded.

WHARF AND WAVE.

The bark Annie Johnson, for San Francisco yesterday, carried a cargo of 7,381 bags of sugar, 925,525 pounds, valued at \$44,079.

Charles Nelson, the wealthy shipowner of San Francisco, first came to the Coast on the old barkentine Monitor. He is part owner in over fifty steam and sailing vessels.

Guy Kelley is now in charge of the Fort street wharf office of the Inter-Island Company. Willie White has moved his quarters to the general office of the company on Queen street.

The Claudine may smash all records when she leaves for Kahului next week—if she wants to. She has a new propeller of the very latest improved pattern and has been thoroughly cleaned and overhauled from stem to stern.

The new line-of-battle ship Shikishima is now in Portsmouth docks, preparatory to her public trials. It is expected that the Japanese officers and men sent to England to bring her out will take delivery of her during November.—Japan Mail.

SAN FRANCISCO, Oct. 4.—J. F. Otterson, the second mate of the S. C. Allen, was drowned early Sunday morning at Mission street wharf. He had been drinking. He went on board of the Allen at 2 a. m. Having partly undressed he went on deck and fell over the vessel's side. A launch was beside the Allen and upon the rail of this Otterson's head probably struck. His body was recovered yesterday morning.

SAN FRANCISCO, Oct. 4.—The British steamer Victoria, ten days from Honolulu, arrived late last evening and anchored in the stream. She will be pressed into the army transport service between San Francisco and Manila. Her register is 1,507 tons, and she is consigned to J. J. Moore & Co., of this city. Three San Franciscans stowed away on the Victoria at Honolulu. Two were boiler-makers. The Victoria was inspected before she started on her last voyage, and her boilers were found in excellent condition. The boiler-makers' strike, therefore, cannot delay her sailing. John Ness of Sunderland, England, is the Victoria's owner.

The United States army transport Charles Nelson arrived yesterday afternoon from San Francisco with a portion of the Thirty-second Infantry and is coaling at Irmgard wharf for Manila. She sailed from San Francisco on October 1, the same day as the transport Glenogle, and brings no later news. There are 210 enlisted men on the Charles Nelson, including a detachment of the hospital corps. They are under Major Charles E. Cabell of the Thirty-second Volunteers, and First Lieutenant Russel C. Langdon of the Third regulars, quartermaster and commissary. The other officers of the regiment on board are: Captains H. A. Reed, C. D. Comfort, J. R. Hereford, assistant surgeon; First Lieutenants A. B. Schaefer, adjutant; G. S. Ralston, S. W. Weaver; Second Lieutenants B. R. Wade and A. C. Miller; C. W. Edwards and Warren Dull are on board as civilian clerks. In addition to the regiment officers the Charles Nelson has six doctors on board—Acting Assistant Surgeons John J. Gills, Chas. R. Cattermole, F. W. Palmer, Chas. K. Mullins and John H. Mirrie. There are eleven second lieutenants of various regiments, as follows: Second Lieutenants Henry N. Bankhead, Twentieth Infantry; Willis R. Coleman, Ninth Infantry; Dupont B. Lyon, Sixteenth Infantry; Arthur P. Watts, Fourth Infantry; Richmond Smith, Twelfth Infantry; Eli L. Admire, Twenty-second Infantry; Austin A. Parker, Twenty-fourth Infantry; John T. Fuller, Thirty-seventh Volunteer Infantry; Wm. F. Groyne, Thirty-sixth Volunteer Infantry; Chas. L. Ballard, Eleventh Volunteer Cavalry.

BORN.

BALDING—At Wainuku, Hilo, on Wednesday, October 4, 1899, to the wife of W. T. Balding, a daughter.

MARRIED.

PANKRATZ-MARTENSTEIN—At Waikiki, September 7, 1899, C. S. Martenstein to Miss Emma Pankratz.

DIED.

PAULSEN—At the Queen's hospital, Honolulu, October 7, 1899, Mrs. S. Paulsen, a native of Denmark, aged 29 years.

PHILLIPS—In Honolulu, October 10, 1899, Hon. John Phillips, a member of the Council of State, aged 57.

NOWLEIN—At Lahaina, Maui, October 8, 1899, Mrs. Samuel Nowlein, aged 49.

ANNUAL MEETING.

THE ANNUAL MEETING OF THE shareholders of the Pepeekeo Sugar Company will be held at the offices of Messrs. Theo. H. Davies & Co., Ltd. Honolulu, on Friday, the 27th of October, at 10 a. m.

W. H. BAIRD, Secretary.
 Per J. C. COOK, Treasurer.

CHAS. BREWER & CO'S
 New York Line

Hark Luzzon will sail from New York for Honolulu December 15, 1899, if sufficient inducements offer.

For freight apply to
 CHAS. BREWER & CO.,
 27 Killy street, Boston,
 or CHAS. BREWER & CO. LTD.,
 Honolulu.

THE RIO DE JANEIRO.

The United States transport Rio de Janeiro from Portland, Oregon, with six companies of the Thirty-fifth United States Infantry totalling twenty-six officers and 684 men under the command of Lieut.-Colonel Plummer docked at the Pacific Mail wharf last night at 8 o'clock after a delightful trip across.

The Rio left Portland in company with the Sikh which carries the balance of the Thirty-fifth, on the 3d instant and slowly left the latter vessel.

The Rio carries the band and headquarters staff of the regiment and also twenty-one army nurses. The regiment was commissioned six weeks ago for service in the Philippines and includes four officers from the Oregon volunteers. On the first day out a soldier named McManus fell overboard and received severe internal injuries.

On the 8th, the Rio lay to for three and a half hours owing to a slight accident to her machinery.

The officers of the regiment on board are: Lieut.-Colonel Edward H. Plummer, Majors W. C. Short, Albert Laws, Julius A. Schuelke; Captains Thomas W. Darrah (Adjutant), W. L. Geary (Quartermaster), A. F. Prescott, A. J. Brasse, E. P. Crowne, E. W. Robinson, J. H. Aldrich, Captain G. I. Becker; First Lieutenants J. H. Lewis, T. B. Steele, H. N. Coates, J. E. Harding, F. H. Cameron, R. W. Collins; Second Lieutenants W. C. Tremaine, S. M. English, B. Kossman, J. F. McCarthy, Roger Duval, Rheses Jackson (12th Infantry), Doctor Fry. On board are also Surgeon Major H. O. Purley and Assistant Surgeon Fred M. Barney.

Captain Mitchell, formerly of the steamer Kilauea Hou, has been succeeded by Captain Parker, lately in command of the Lehua. Captain Mitchell will take the steamer Hawaii, now on the Hilo coast.

GUARDIAN'S SALE OF REAL ESTATE.

Whereas, by an order made by Hon. A. Perry, Judge of the Circuit Court, First Circuit, on the 13th day of September, 1899, the undersigned guardian of the property of Edward Vivian, Thomas Everett and Lucy Kawalohia, minor children of George E. Richardson, late of Waialua, Maui, was licensed to sell at public auction the real estate hereinafter described.

Notice is hereby given that the said real estate will be offered for sale at public auction at the salesrooms of James F. Morgan, in Honolulu, on

SATURDAY, OCTOBER 21, 1899,
 AT 12 O'CLOCK NOON.

The property to be sold consists of that parcel of land situate at said Waialua, occupied by said George E. Richardson, during his lifetime, as a family residence, and bounded and described as follows:

Beginning at the south corner adjoining the main road from Waialua to Waikapu, and running:

N. 33 1/2° E. 6.45 chains along land heretofore belonging to the Waikapu Plantation; thence

N. 24 1/4° W. 1.57 chains along Langford's land; thence

S. 87° W. 3.36 chains along Langford's land; thence

S. 1° W. 6.24 chains along said main road to point of beginning, and containing an area of 1.55 acres; and being the same premises described in deed from W. C. Parke, assignee of the estate of Albert Barnes, a bankrupt, to said George E. Richardson, dated March 17, 1887, and recorded in the Registry of Deeds in said Honolulu, in Liber 103, Pages 295 and 296.

Terms cash; deed at expense of purchaser, and sale subject to confirmation by the court.

WILLIAM O. SMITH,
 Guardian.
 Honolulu, Sept. 23, 1899. 21110-3w5346

COMMISSIONER'S SALE OF REAL ESTATE SITUATE IN HONOLULU, ISLAND OF OAHU.

Pursuant to an order made by Hon. W. L. Stanley, Second Judge of the Circuit Court of the First Judicial Circuit, filed the 27th day of September, A. D. 1899, in a cause entitled Rose K. Anahu, Hiram Anahu, James Anahu, William Anahu, Rose Anahu and Maggie Anahu, by Rose K. Anahu, her guardian, against Mary Kamiki, Deborah Pahau, Robert Pahau, Alex. K. Pahau, Richard Mahi Pahau, Miriam Amala and S. K. Kane, the undersigned as commissioner duly appointed will expose for sale at public auction, subject to confirmation by the Circuit Court, on SATURDAY, OCTOBER 14, 1899, at 12 o'clock noon, at the maula entrance to the Judiciary building, all that piece or parcel of land situate on the mauka side of Printer's lane in the City of Honolulu, Island of Oahu, the same being more fully described in a certain deed of partition made by and between Lena and Mary K. Pahau et al., recorded in the office of the Registrar of Conveyances in Liber 75, page 345, and bounded as follows:

Beginning at a point at the makai side of the lot known as Pacific Institute lot 168 feet from Punchbowl street and running

1. S. 72° 45' W. true 115.5-10 feet along Godfrey Brown's lot;

2. S. 22° 45' E. true 95 feet along lane;

3. N. 67° 15' true 125.8-10 feet along portion assigned to Lena;

4. N. 30° 00' W. true 81 feet along the Institute lot to initial point, containing an area of 10.666 square feet; being a portion of the land described in L. C. A. 298 C, Royal Patent 5098.

Terms of sale are cash in U. S. gold. Deed at the expense of the purchaser. For further particulars apply to

GEORGE LUCAS,
 Commissioner.

BY AUTHORITY.

M. P. Waiwaioe, Esq., has this day been appointed a Commissioner of Private Ways and Water Rights for the District of Waialua, Island of Maui, vice S. Kapu, resigned.

J. A. KING,
 Minister of the Interior.
 Interior Office, Oct. 11, 1899.
 2115-3t

DEPARTMENT OF FINANCE.

Honolulu, October 2, 1899.

Notice is hereby given that E. R. STACKABLE, ESQ., has this day been appointed Collector General of Customs for the Hawaiian Islands, vice Richard Ivers, Esq., resigned.
 (Signed) HENRY E. COOPER,
 Minister of Finance, ad interim.
 2113-3t

IN THE CIRCUIT COURT, FIRST JUDICIAL CIRCUIT OF THE HAWAIIAN ISLANDS.—IN PROBATE.

In the Matter of the Estate of Mrs. Elizabeth Gillilan, late of Honolulu, Oahu.

The last will and testament of said deceased having been presented to said court, together with a petition for the probate thereof, and for the issuance of letters testamentary to Archibald F. Gillilan, having been filed, notice is hereby given that MONDAY, November 13, A. D. 1899, at 10 o'clock a. m., in the Judiciary building, Honolulu, is appointed the time and place for proving said will and hearing said application, when and where any person interested may appear and show cause, if any they have, why the prayer of said petition should not be granted.

Honolulu, October 10, 1899.
 By the Court: J. A. THOMPSON, Clerk.

IN THE CIRCUIT COURT, FIRST JUDICIAL CIRCUIT OF THE HAWAIIAN ISLANDS.—IN PROBATE.

In the Matter of the Estate of Marie J. Sanders, late of Honolulu, Oahu, Deceased.

The petition and accounts of the administrator of the estate of said deceased, wherein he asks that his accounts be examined and approved, and that a final order be made of distribution of the property remaining in his hands to the persons thereto entitled, and discharging him from all further responsibility as such administrator.

It is ordered that MONDAY, the 6th day of November, A. D. 1899, at 10 a. m., in chambers in the Courthouse, at Honolulu, be and the same hereby is appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted.

By the Court: J. A. THOMPSON, Clerk.
 Honolulu, H. I., October 3, 1899. 2113-3tF

IN THE CIRCUIT COURT OF THE FIRST CIRCUIT, HAWAIIAN ISLANDS.—IN PROBATE.

In the Matter of the Estate of John P. Parker, late of Waimea, Hawaii, Deceased.

The petition and accounts of the executor of the will of said deceased having been filed, wherein they ask that their accounts be examined and approved, and that a final order be made of distribution of the property remaining in their hands to the persons thereto entitled, and discharging them from all further responsibility as such executors, it is ordered that Monday, the 30th day of October, A. D. 1899, at 10 o'clock a. m. at chambers, in the courtroom of the said court at Honolulu, Island of Oahu, be and the same hereby is appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted.

Honolulu, Sept. 26, 1899.
 By the Court: P. D. KELLETT, JR., Clerk.

PURE - BRED POULTRY!

Eggs for Hatching.

PURE BRED Fowls and Eggs for sale at all seasons from the following varieties:

English Grey Dorking, Black Minorca, Barred Plymouth Rocks, Buff Leghorn, Brown Leghorn, White Leghorn, Pekin Ducks and Bronze Turkeys.

I am constantly in receipt of new importations from the best known strains.

Eggs properly packed and fowls well crated.

Prices furnished on application.

WALTER C. WEEDON,
 Eastlawn, Punahou, Honolulu, H. I.

Metropolitan

Meat Company

NO. 507 KING ST.
 HONOLULU, H. I.

Shipping and Family Butchers.

NAVY CONTRACTORS.

G. J. WALLER, Manager.

Highest Market Rates paid for Hides, Skins and Tallow.

Purveyors to Oceanic and Pacific Mail Steamship Companies.

THE UNDERSIGNED HAVING been appointed Administrator of the Estate of Robert Grieve, deceased, hereby notifies all creditors of said Robert Grieve to present their claims, duly authenticated and with proper vouchers, if any exist, (even if the claim is secured by mortgage upon real estate) to the undersigned at his office on Queen street, in Honolulu, within six months from date hereof, or the same will be forever barred.

And all persons indebted to said estate are hereby requested to make immediate payment to the undersigned.

JAMES L. McLEAN,
 Administrator of the Estate of Robert Grieve, Deceased.
 Honolulu, Sept. 5, 1899. 2115-3t

MORTGAGEE'S NOTICE OF INTENTION TO FORECLOSE